

BATTLE OF THE



A free tot of original Pusser's Rum will be offered to holders of the Atlantic Star who pre-book through the Royal Naval Association for the Charity Gala Concert attended by The Prince of Wales at Goodison Park, Liverpool on May 29. Tickets are £4 (children £2), all profits going to King George's Fund for Sailors.

HMS Liverpool (inset) will be among the 47 British, Commonwealth and foreign vessels in the Fleet Review to mark the Battle of the Atlantic on May 26. See also pages 3, 7, 20, 21, 23, 30 and 31.

ATLANTIC

SREBRENICA: 600 SAVED

OVER 600 sick and injured were flown out of Srebrenica last month, three Royal Navy Sea Kings helping to evacuate 150 in the fifth airlift from the besieged Bosnian Muslim town on April 25.

During earlier operations two UN helicopters were hit by bullets and one was damaged by shrapnel from a mortar bomb.

Lieut. Tim Kelly, a Royal Navy Commando with the unenviable task of selecting the most serious

cases for removal, painted a hellish picture of the situation.

"The whole place is stinking like a rubbish tip," he told Navy News. "There is excrement everywhere."

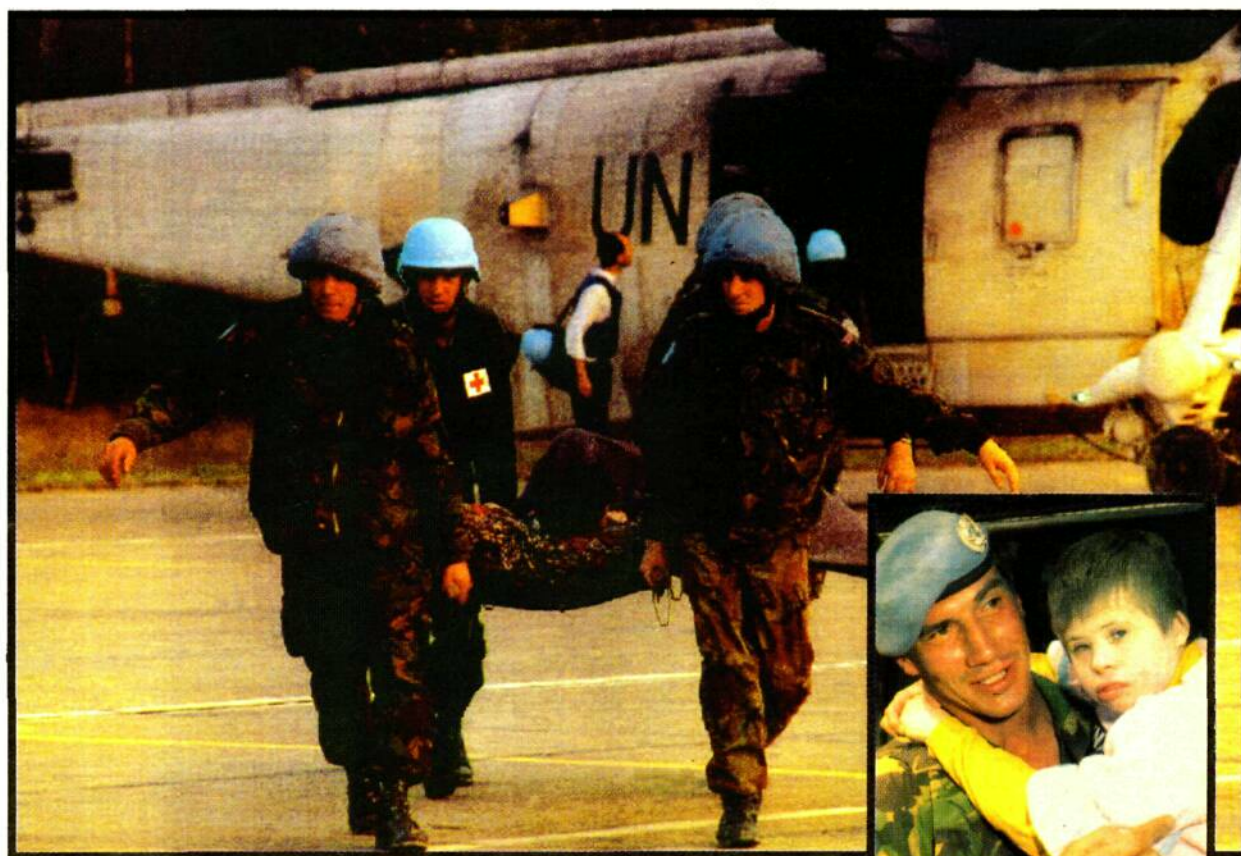
"There is water — but its quality is doubtful. It is being tested by specialists from the UN and the Red Cross."

"It is deeply distressing to see the distraught relatives of the wounded crying and wailing as their loved ones are loaded onto the aircraft at the landing zone."

"A French doctor and I prioritise the wounded for evacuation — you can't help feel sorry for those left behind."

"The Serbs at Zvornik where we are searched before we go into Srebrenica are not friendly towards us, but they are very correct and thorough in their procedures. We have no complaints about their treatment of us."

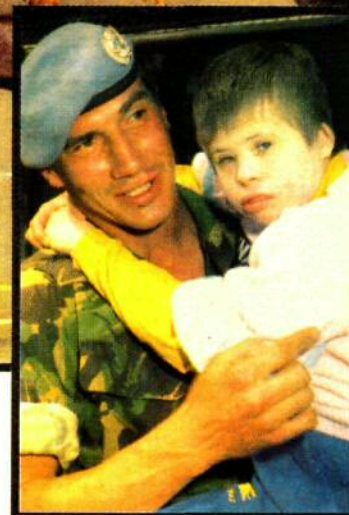
● See also pages 12 and 13 — the waiting game in the Adriatic.



● Above — wounded Muslims from Srebrenica are carried off 845 Naval Air Squadron's Sea King helicopters at Tuzla during a combined British and French evacuation mission.

● Right — Mne Stuart Austin, a signaller attached to 845 Sqn, with one of the many handicapped children made homeless by the civil war.

Wire pictures — LA(Phot) Paul O'Shaughnessy



Helo carrier order soon

ENDING months of speculation over the future of the Navy's amphibious capability, the Government announced it expected to place an order for a new helicopter carrier later this year. Plans to upgrade the landing ships Sir Bedivere, Sir Percival and Sir Geraint were proceeding, along with studies for replacing the assault ships HMS Fearless and Intrepid.

Also announced was a third phase of up to 2,300 redundancies. See page 18.



HOT SPOT FOR A NUKE

HMS Triumph, currently on a seven-month voyage to Australia to demonstrate how far nuclear Fleet submarines can operate without surface support, is seen here at Abu Dhabi — the first appearance by a British "nuke" in the Gulf.

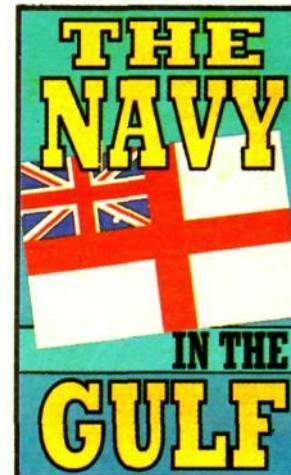
"We could be here in just over three weeks after leaving the UK — and we don't need tankers to refuel us or surface escorts to beat off air attack," said her commanding officer, Cdr. David Vaughan, in a clear message of support to our Gulf allies.

Capt. Martin Macpherson of Flag Officer Submarines staff was there to meet her. He told Navy News that a detailed tactical guide for submarines operating in the Gulf — where the warm water affects sonar ranges — was now being prepared.

Iranian crews are reported to have

begun training on the first of three Russian-built diesel-electric Kilo Class submarines which will eventually be based at Cha Bahar on the north-east coast of the Gulf of Oman. But Capt. Macpherson said it would be many years before they could pose a serious threat to the oil trade.

HMS Triumph spent a week exercising with HMS Coventry in the Gulf (see also page 3). Abu Dhabi is her first port of call since she left Devonport in January — the next will be Diego Garcia in the Indian Ocean, which will be her last before her arrival in Perth.



Staking a claim to the name

JUNIOR ratings serving ashore with the Second Submarine Squadron at Devonport can now wear their name with pride, having been issued with their own special cap tallies.

Previously, while the submarine crews wore the HM Submarines tally, general service ratings in the Squadron, providing shore support, wore a variety of names, including Defiance, Drake and Dolphin.

Picture, right — Capt. Chris Wreford-Brown presents WWTR Trish Foale with her new tally.

With such a long title on their caps, could the Second Submarine Squadron now stake a claim for wearing the Navy's longest tallies?



Bulldog has her day



CELEBRATING the 25th anniversary of her first commissioning in style, the coastal survey vessel HMS Bulldog paid a visit to her affiliated town of Ramsgate.

The Royal Marines' School of Music at nearby Deal provided the venue for a Mess Dinner, attended by many past commanding officers of the ship, the Guest of Honour being Rear-Admiral Steve Ritchie, and the following day guests were invited aboard HMS Bulldog for a commemoration service.

To the Reverend Albert Braithwaite, who conducted the service, the event brought back many memories, as he had previously served in the Royal Navy as a Petty Officer (Survey Recorder) in HM Ships Challenger, Franklin and Scott.

Later in the day, at RAF Manston, Bulldog's ship's company received the town's Honorary Townsmen's Award in a ceremony presided over by the Mayor of Ramsgate, Cllr. Charles Goldsmith, and attended by many local VIPs and townspeople.

The ship provided a Ceremonial Guard, Colour Party and Scroll Party for the occasion, with TS Bulldog, her affiliated Sea Cadet Unit, in support with a keen and enthusiastic band.

Photograph, right — Ex-PO(SR3) the Reverend Albert Braithwaite presents an inscribed bible to Bulldog's Commanding Officer, Lieut.-Cdr. Trevor Horne.



A FLYING FIRST

FIRST official engagement for the new Chief of Naval Staff and First Sea Lord, Admiral Sir Benjamin Bathurst, took him to RN air station Culdrose, where he presented Wings to 20 pilots, observers and aircrewmen on their graduation from flying training.

Culdrose was a fitting first call — 32 years ago the Admiral trained there as a helicopter pilot.

He and his wife, Lady Sarah Bathurst, are pictured being welcomed by the commanding Officer, Capt. Chris Quarrie, and Cdr. John Prichard.

Picture: LA(Phot) Paul Smith



The Culdrose cowboys

WHEN a cow slid 200 feet down a cliff into a sandy cove at Halzephron, a few miles from RNAS Culdrose, a Sea King of 771 Sqn was scrambled to go to her aid.

A local vet was lowered down to sedate the distressed animal and then she was gently airlifted back to safe pastures.

"A very mooooving experience," she declared!



Rescuing the cow in distress, the team, left to right, POACMN Sam Norris, LACMN Errol Flynn, Observer, Lieut. Phil Smith and vet, John Head.

Skimmer alongside

An unusual sight at HMS Dolphin, Gosport, when the Type 23 frigate HMS Iron Duke berthed alongside the pier, normally the sole preserve of submarines.

With the imminent demise of the O-boats and transfer to Devonport of the Upholder class submarines, parking space becomes available at Dolphin creek, and Iron Duke checked it out for size.



Awards for Guernsey rescuers

Three members of 771 Naval Air Squadron's Culdrose-based Search and Rescue unit are to receive awards after flying to the aid of a yacht in a Force 9 gale off Guernsey last August.

Lieut.-Cdr Paul Crudginton and his Observer Lieut. Phillip Smith are awarded the Queen's Commendation for Valuable Service in the Air while the SAR Diver LACMN Ian Chambers receives the Air Force Medal.

In driving rain and 30ft seas the St Peters Port lifeboat managed to rescue six of the 52ft Sine Scorra's crew of nine before the mizzen mast collapsed and injured two of the lifeboatmen.

The Culdrose Sea King winched the pair off to Guernsey for treatment but when they returned they found the yacht's rigging flailing wildly in the gale, with the main mast whipping violently from side to side.

It was too dangerous to attempt a conventional winching rescue for the three yachtsmen remaining on board so LACMN Chambers was lowered into the mountainous seas and as the three yachtsmen remaining on board jumped one by one into the water he trawled them each back in turn through the waves.

The rescue mission took five hours, the aircraft's five man crew — including second pilot Stuart Anderson and POACMN Tom Arnall — returning to Culdrose physically and mentally exhausted.

● CPOMEM McLoughlin of HMS Campbelltown, who played a key role in fighting the fire on board the oil tanker World Hitachi Zosen off the coast of West Africa, has been awarded the Queen's Commendation for Brave Conduct.

York in command



LIEUT.-CDR. The Duke of York is seen here taking over command of the Hunt Class mine countermeasures vessel HMS Cottesmore from Lieut.-Cdr. David Hilton at Portsmouth last month.

"There is a sense of anxiety driving a ship made from GRP — you have to be careful you don't dent it," he joked. Cottesmore is now in Scottish waters undergoing basic operational sea training. See also page 10

IN BRIEF

RNLI lifeboats were launched a record 5445 times last year and saved 1,372 lives. This year's running costs are estimated at £46m, all of which must come from voluntary contributions.

□ □ □

A memorial plaque to HMS Boadicea, lost escorting a D-Day back-up convoy on 13 June 1944, has been unveiled at the ship's adopted town of Accrington.

□ □ □

The Turkish burial plot at Clayhall Cemetery, Gosport where 22 graves of 22 Turkish sailors who died while undergoing training at Portsmouth in 1850-51, was inaugurated by Vice-Admiral Dervisoglu last month.

□ □ □

Clarence Working Men's Club, York's new lounge has been dedicated to the HMS Comus Association.

□ □ □

Portsmouth is the venue for this year's 31st International Submarine Gala, from 13-16 May, the programme of events ending with a Service of Remembrance at the Naval Memorial on Southsea Common. Tel: 0705 584743 for details.

□ □ □

The Scottish Off-Road Club is holding a week-end competition on August 28-29 in aid of SSAFA. Tel: 031 333 4291 for details.

Divers save transplant liver

A 25-year-old liver transplant patient owes her life to three Navy divers from Rosyth — a few hours before her operation her new liver was lying at the bottom of the Firth of Forth.

A Cessna light aircraft carrying the liver up from Birmingham ditched in 20ft of water after its engine cut out minutes before the end of the 2½ hour flight.

Pilot and co-pilot both survived unharmed and swam ashore and CPO Spike Hughes, LS Raymond Wort and AB John Ravenhall of the Scotland and Northern Ireland Clearance Diving Unit were called in, they took just two minutes

Nurse saves pond boy

An off-duty Naval nurse visiting friends in Nottingham saved the life of a toddler who fell into his grandmother's garden pond.

PONN Alison Lewis, who is based at RNH Haslar, and was staying nearby, gave 20-month-old Alexander Strong the kiss of life after he was found floating face down and unconscious.

After a short spell in intensive care at Queen's Medical Centre he made a full recovery.

Court star Carol

Top Navy tennis star Lieut. Carol Elliott is Combined Services Sports-woman of the Year. The RN(Women's) Sports Officer from HMS Temeraire has won both the RN(W) Individual and Doubles Championships five times (the former without losing a set) and from 1989 to 1992 won all her singles matches, thus becoming in effect the Inter-Services champion.

Arthur's stone

HMS Royal Arthur's "leadership stone", dated 1947 when the leadership school moved to Corsham, was carried 105 miles by a team of runners so it could be re-laid at Whale Island.

It was cemented in place by CINCPACVHOME Admiral Sir John Kerr at the official opening of the new Royal Naval School of Leadership and Management.

HA ZDOPPOBYE!



That's Russian for "Cheers" — a phrase Gulf patrol ship HMS Coventry (far left) has found useful when meeting up with RNS Admiral Tributs (above).

She has been seeing quite a lot of the Russian frigate lately. After winning the sports competition that wound up the multi-national exercise Gulfex XVII, the Type 22 frigate was rewarded with a vodka tasting session along with representatives from the American frigates USS Samuel B Roberts and Hewitt and the French destroyer FS Duplex — in which Operations Officer Lieut.-Cdr Mike Mansergh once served on exchange.

Last month the Coventry met up with the Russians again when both ships visited Mina Qabus in Muscat. Tributs then headed off to call at Bombay on her way home to Vladivostok while Coventry continued her Armilla Patrol duties with a visit to Kuwait next on the schedule — and another exercise, Eager Sentry, with the Kuwaiti Navy and the USN.

to find the vital organ, packed in ice in a sealed red box.

Stable

Once it had been checked for damage and to ensure no seawater had leaked into the container the transplant operation was successfully completed. The woman's condition was later said to be stable and she was making satisfactory progress.

Snakes, ladders and sea-time

What's the connection? Well, the current overbearing of personnel in the MEM Branch means that some of you may be encountering any one of these three in the coming months!

Read on ...

MEMs in their first sea draft who are expecting to leave their ship after 18 months may find their draft extended to 30 months. What is causing this change?

With many areas of the Royal Navy reducing in size, all units have been examining their Schemes of Complement and proposing savings. This, together with the much lower rate of PVR and good recruiting during 1992, has resulted (in common with other Branches) in there being a considerably greater number of MEMs than required to fill all complemented billets. Hence, some MEMs are finding themselves being drafted ashore to their preference area in PQ 4041 — the surplus PQ number. In order to reduce the overbearing recruiting of MEMs has ceased for a period and this means there are no new ratings to replace those in first sea draft billets.

The bonus of the extension to 30 months is that there should be ample time for a rating to obtain a full AMC.

Get out of the rut!

Having an overbearing in a number of categories has made it possible to release individuals to do jobs with a difference.

Two ME Branch volunteer Warrant Officers are serving for six months as observers with the United Nations in Cambodia. A recent report states that rats are a major health hazard in Cambodia. The report goes on to say that a houseboat being used for accommodation has finally been cleared of rats "although a second python has been purchased as a precautionary measure."

Forty MEMs from both the Submarine and General Service are being provided to the RNLN on loan for one year to overcome a shortage of Junior Rates in the Dutch Navy. From the many volunteers 25 men joined HMS Sultan in January for briefing before flying to Holland for a week's NBCD course at Den Helder. At the

time of writing these men are now embarked in RNLN ships, some bound for West Indies guardship duties, some to the Med and others in a unit to FOST for workup! A further 15 volunteers join Sultan this month for briefing.

(Some are also serving in the Adriatic! See page 13).

Some 20 MEMs, all volunteers, have now been drafted to join the RN Display Team at Sultan where they will receive training for the Mast Manning and Window Ladder Display Teams in preparation for this year's Royal Tournament. This team will also be travelling up and down the country throughout the summer giving public displays.

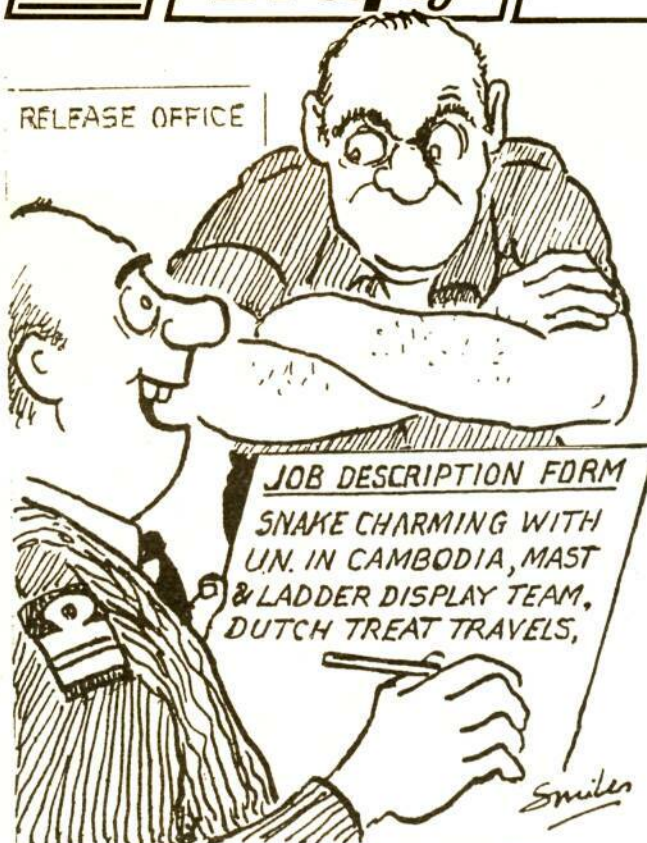
The moral is, if you want to get out of that rut, watch your noticeboard ... and volunteer.



Drafty

... Clanky's Corner

RELEASE OFFICE



"Shall we just put 'Variety Artist'?"

Welders wanted

There is a continuing shortage of men qualified as High Duty Pipe Welders required to support essential work in submarines. The specialist training is available to Artificers and Senior Rate Mechanics, both General Service and Submariners, who show an aptitude for this type of work. If you are interested in obtaining this highly skilled qualification, contact your Drafting Officer for further details or apply for the course by C240.

Your job described

Leaving the Service soon? Satisfied with your job description? Is it up to date? No? The job descriptions presented to a rating leaving the Service have all been re-written and now include the Submarine Service.

Advance supplies are available from HMS Sultan until the new forms are available from normal Service sources. These advance supplies will be limited so please request only sufficient for your immediate needs. Supply can be arranged through the External Feedback Officer, HMS Sultan, by letter or by phoning him on Sultan 2072.

The job descriptions now available are:

- | | |
|------------------------------------|--|
| † S436 MEM(M) General Service | † S436B MEM(L) General Service (pre EBD) |
| † S436C MEM(L) General Service | † S436D MEM(M) Nuclear Submarines |
| † S436E MEM(L) Nuclear Submarines | † S436F MEM(M) Patrol Submarines |
| † S436G MEM(L) Patrol Submarines | † S437J MEA(EL) General Service |
| † S437K MEA(ML) General Service | † S437L MEA(EL) Nuclear Submarines |
| † S437M MEA(ML) Nuclear Submarines | † S437N MEA(EL) Patrol Submarines |
| † S437P MEA(ML) Patrol Submarines | † S1233R MEA(H) |

† Revised Feb '93 • New Feb '93

Leave within limits

Drafty continues to spend valuable time sending back RXDPCs with over limit leave annotated.

The leave permitted at the end of a sea draft is clearly defined and depends on the length of the draft. If leave over the limit is outstanding, prior approval of your Type Commander must be obtained. The practice of pre-granting seasonal leave due during the period of SGL is also on the increase, again resulting in delays whilst the RXDPC is returned to the ship for amendment. Only outstanding leave due prior to the man leaving the ship can be considered, e.g. Summer Leave due to a man going on leave and draft in July cannot be taken into account. His Summer Leave is a matter for the

receiving unit.

There are, of course, occasions when a seemingly excessive backlog of leave is due, as a result of, for example, the ship's operational programme. If the correct channels are used to obtain the required approval, CND will honour it.

The message is simple — please comply with the leave rules. An attempt to help the man by trying to add on a couple of days leave above scale can result, due to the RXDPC being returned to the ship for clarification, in the man missing out on a preference draft.

LEAVING THE ARMED FORCES AND WANT TO OWN YOUR OWN HOME?

A unique new scheme can now help you buy a home of your choice at a price you can afford.

A national initiative for service personnel affected by the 'Options for Change' Review is being operated by the Joint Services Housing Advice office (JSHAO) in conjunction with three housing associations.

Under the scheme you can buy a share in the home of your choice as an affordable alternative to renting.

Do-it-yourself Shared Ownership (DIYSO) enables you to purchase between 25% and 75% of your new home.

For the remaining percentage you can pay a low rent to the housing association. As your earning power increases you can become a 100% home-owner in your own time - should you wish to do so.

The scheme, sponsored by the Housing Corporation, is being operated in the following areas:

Midlands



Orbit Housing Association
☎ 0926 332255

South & West of England

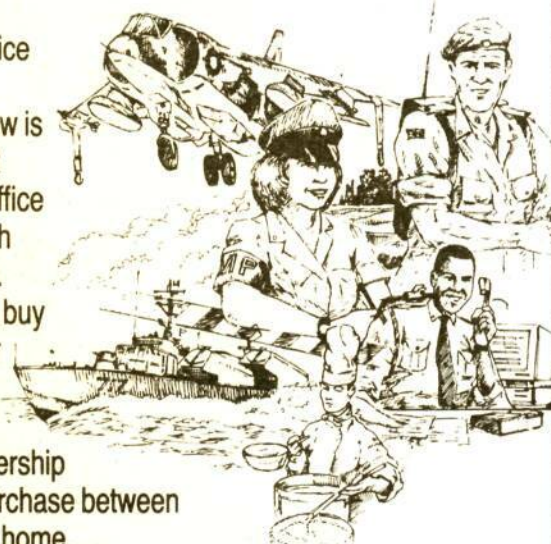


Moat Housing Society
☎ 0732 457616

North of England



North British Housing Association
☎ 0772 824441



More job choice with EL

The employability of the 'L' artificer is becoming severely limited in some classes of ship, such as the Types 22 and 23, and in some shore jobs. This, in turn, limits drafting flexibility and will inevitably lead to a greater number of Non-Preference drafts. Cross training from 'L' to 'EL' is not allowed once a man is qualified for CCMEA. All CPOMEAs are strongly encouraged to carry out the necessary cross training which consists of obtaining watchkeeping certificates and taking an examination in the mechanical aspects of the EL syllabus which have not been covered in their previous training. Full details are contained in BR 1066 Article 1206 and in FTM 374/91 and further advice can be obtained from your Drafting Officer.

Was your ADQUAL adequate?

It is reported that some PJT/ADQUAL packages do not reflect the needs of the job. Obviously in these days of financial constraints we need to ensure that training costs are kept to an absolute minimum. Did your package of PJTs match your employment onboard? Did you do the MICE course only to find your job did not entail maintaining diesels? If so, talk to your MEO to see whether the PJT package associated with your Scheme of Complement line number needs changing to reflect the true needs of your job onboard.

Reduction in Chiefs

The ME Department of a Type 22 frigate currently includes two Charge Chiefs — one CCMEA(ML) and one CCMEA(EL). The latter billet has been filled by either the old style CCMEA(L) or by the more recent CCMEA(EL), depending on availability. From early 1994 all Type 22 ships

will be reduced to a single ME Department Charge Chief who could be either a CCMEA(ML) or a CCMEA(EL). Because this key position must be filled by a man with machinery operating qualifications and experience, it will no longer be possible for the CCMEA(L) to serve in these ships.

Also from early 1994 the number of CPOMEAs in the Type 23 Frigate will be reduced by one. The billet to go will be one of the two MEA ADICE billets. To maintain sufficient diesel expertise in these ships, one of the POMEA billets will be replaced by a POMEM, MICE trained.

MEA Apps to sea early

Drafty is already looking at MEBD and one of the many new facets is to get the MEA Apprentices to sea for three terms early in their course. The first Apprentices to be trained under the new scheme will join in Sept '93 and will be ready to commence sea training early in 1994.

The plan is that Apprentices will be drafted in lieu of MEMs and be allowed to fill up to 25% of MEM complement billets; the balance of Apprentices will be accommodated in the training margin. Additionally, some Apprentices may also be permitted to serve their three terms sea time in additional billets in Minor War Vessels.

Anyone for Bath?

Approximately 40 ME staff jobs for Warrant Officer, Charge Chief and CPO Artificer are expected to move on 1 Feb '94 from FOSF staff to the Bath area with the formation of the Naval Support Command. Bath is not an area that has previously featured in ratings preferences. Drafty is therefore keen to hear from artificers who may wish to volunteer to serve in this delightful part of the country.

THE ME DRAFTING TEAM

Since the last edition of Clanky's Corner various personnel changes have occurred and some fresh faces have appeared:

ME Drafting Commander and WO Appointing Office Manager/WO	Cdr. Mike Phelps	Ext 2574
Appointing and MEM FSDs	CPOWTR Phil Lambert	Ext 2152
MEA Drafting Officer	Lieut.-Cdr. Barrie Barnadier	Ext 2572
CCMEA(EL)/CPOMEA(EL)/MEAs under training	CCMEA John Adams	Ext 2515
CCMEA(ML)/CPOMEA(ML)	POWTR Tony Bradman	Ext 2576
MEM Drafting Officer	LWTR Mark Tolan	Ext 2514
CMEM/POMEM (M/L)	Lieut.-Cdr. John Fisher	Ext 2577
LMEM (M/L) MEACC & LRQC	POWTR John Henry	Ext 2514
MEM (M/L)	POWRENWTR Yvonne Harvey	Ext 2578
	POMEM(M) Ray Ankin	
	LWTR Richard Budd	
	WTR Jason Humphries	
Correspondence	Ms Cristal Phillips	Ext 2152

Wartime action included U-boat sinking

PREDECESSOR to the present HMS Beagle was a destroyer launched in 1930 at Clydebank. This ship, the eighth to bear the name, served in actions throughout the Second World War.

Her main armament comprised 4x4.7" guns and 4x21" torpedo tubes, making her the most powerful Beagle. A Basilisk class destroyer of 1,360 tons, she took part in the evacuation from St Nazaire and landed a demolition party for Bordeaux. 1942 saw her in actions with German destroyers.

In 1944, with aircraft from HMS Tracker, she sank U355 while on Russian convoy escort duties. The following year she received the German surrender of the Channel Island, Jersey.

The brass tampion in the middle of the lifebelt crucifix of the current HMS Beagle was presented to her by the Bulldog, Beagle and Boadicea Old Crews Association in 1978 and comes from the eighth Beagle, which was broken up at Rosyth after the war.

The first HMS Beagle was an eight-gun Gallivat launched in 1796 and the second — actually the Golden Beagle — an 18-gun sloop, launched in 1804. She saw action at Basque Roads in 1809 and San Sebastian in 1813.

By far the most famous Beagle was the third, the surveying ship which carried Charles Darwin to South America and the Pacific. Cdr Robert FitzRoy, the ship's commanding officer, was a devout Christian who never came to terms with Darwin's "Origin of the Species." In later life, overcome with depression exacerbated by the public acclamation of Darwin, he committed suicide.

Much of the third HMS Beagle's work in Australia is still the primary source for charting. Her detailed survey of the outer limits of the Bass Strait was only superseded a few years ago.

A screw despatch vessel launched in 1854, the fourth HMS Beagle saw action in the Crimea (1854-5) and China (1856-60). In the Crimea, two of her ship's company, Lieut. Hewett and AB Trewavas, performed acts of heroism for which they later received the Victoria Cross.

The fifth Beagle was launched in 1872 and was employed around Australia. The sixth was a twin screw sloop built at Portsmouth in 1889. She saw no action.

A twin screw destroyer, the seventh HMS Beagle was launched in 1903 and saw action throughout the First World War. She was present for the whole of the Dardanelles Campaign.



BEAGLE ENTERS HOME STRAIGHT

CURRENTLY undergoing her last refit, HMS Beagle has travelled throughout the world, from the Indian Ocean to the West Indies and from Scotland to South Africa, in the quarter of a century since she was completed.

One of four Bulldog class coastal surveying vessels, HMS Beagle was built at Lowestoft by Brooke Marine and launched in 1967 by Mrs G. S. Ritchie, wife of the then Hydrographer of the Navy, Rear-Admiral George Ritchie.

The ships were originally designed to work in pairs, but since the early 1980s the Beagle has generally worked alone around the UK shores progressing the area covered by modern sonars. Following a half-life refit in 1990, Beagle boasts the most modern Surveying Information Processing System, which has revolutionised the way sheets are drawn and surveys conducted.

During 1992 HMS Beagle completed over 300 square miles of surveying, a survey of Rosia Bay in Gibraltar, a NATO exercise and a period of sea trials off Devonport. Her present refit began in January and work should be completed in August, with trials scheduled for September.

Overhaul

Her main engines are being overhauled and her main shafts replaced. On the electrical side, a new ship's log is being fitted. This device gives accurate readings of speed and distance run.

Position fixing systems have been improved time and again since build and the Beagle is now fitted with a Global Positioning System capable of providing a fix worldwide to an accuracy of about plus or minus 20 metres.

For precise surveying either a Trisponder system or a Hyperfix system is used, giving an accuracy of plus or minus five metres within a localised area. The echo sounders, when calibrated, are accurate to plus or minus 0.1 metre and are corrected for heave every centimetre by two heave compensators.

The most important addition to the surveying suite is the side-scan sonar which gives the surveyor a complete picture of the sea-floor, thereby ensuring that the gap between adjacent survey lines is covered and any obstructions are found and investigated.

The Beagle's 31ft survey launch replaced her original 28ft Danielle class launch. SMB FitzRoy is fitted with the same echo sounders as the ship and usually uses Trisponder for position control. She is often sent away on her own under the command of a young surveying officer to conduct a "boat camp" survey.

For junior ratings serving in the Beagle there is a 28-berth messdeck. Senior rates live in double cabins and for the officers there are two double berth and two single berth cabins. All accommodation spaces are air conditioned. The well-equipped galley feeds the whole company to a very high standard.

Of the four ships of the Bulldog class, Fox was sold in 1989 and Fawn in 1991. It is planned for two new, bigger hydrographic surveying vessels to replace HM ships Beagle and Bulldog in the late 1990s.



To a Finish is the motto of HMS Beagle, whose badge is shown above. The motto refers to the perseverance of the beagle hound.

Facts and figures

Length: 57.6m. Beam: 11.4m. Draught: 4.6m. Displacement: 1,088 tonnes. Endurance: 4,500 miles. Maximum speed: 15 knots. Ship's company: 45. Main engines: Four Lister Blackstone eight cylinder turbo-charged diesels each producing 600bhp at 750rpm. Boats: 1 x survey motor boat; 1 x 9m Searider; 1 x 4.5m Gemini.

Battle honours

Basque Roads 1809
San Sebastian 1813
Crimea 1854-5
China 1856-60
Dardanelles 1915-6
Atlantic 1940-5
Norway 1940
Arctic 1942-4
North Africa 1942
English Channel 1943
Normandy 1944

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King Ratter of Tai-O



"DOGWATCH at Tai-O" (March issue) brought back memories of my time on the Royal Navy's Coastal Watch Stations in 1953-55, when our guard dog at Tai-O was "AB Dennis" — a very vicious half Alsatian/half Chow that rid us of all our snakes, lizards and rats. At Cheung Chau we had

"AB Johnson" and "OS Homer", the cat but Johnson was soft as putty — he was afraid of the cat and ran away from the snakes. All he wanted to do was go walsies, chase a ball or go for a

swim off the beach ... — Ex-PO(R) P.E. Runciman. Alphington, Exeter.

● Pictured here earning their keep (or not, as the case may have been) are "AB Johnson" (left), "OS Homer" (right) and (inset) PO Runciman and "AB Dennis."



Letters



Unknown sailors

FURTHER to "A matter of grave consequence" (February's issue), I was serving in HMS Hood in the early 1920s when we anchored off Skagen, Denmark, on the north coast of Skagerrak.

I was put ashore with a working party to tidy up some British graves. There were no names on the headstones, just "British Sailor" — I suppose they could be the graves of men washed ashore from the Battle of Jutland, or maybe from HMS Hampshire? — T. R. Kelly. Ex-CPO. Moreton, Wirral.

THE trawler HMS Bedfordshire, commanded by my uncle Lieut. R. B. Davis, RNR, was sunk with the loss of all hands off Cape Lookout, N. Carolina by U558 on 11 May, 1942.

The bodies of Telegraphist S. R. Craig and Sub-Lieut. Cunningham and two unknown sailors were washed ashore near the Coast Guard station at Ocracoke Island and every year, on the anniversary of the sinking, there is a memorial service there by the small plot that contains their graves.

There is a plaque by the gate which reads "There is some corner of a foreign field that is forever England" and the service is very touching, attended by officers from both sides of the Atlantic, the British Legion and the people of Ocracoke.

A detachment of the US Coast Guard provides a guard of honour and fires a salute — the Coast Guard has, in fact, maintained the graves in a beautiful condition ever since the tragedy, as I saw for myself last year when they marked the 50th anniversary of the loss of the Bedfordshire. — Capt. J. Munro, MN. Gosport, Hants.

Lesson on how to spot old Leopards

I THOUGHT your readers might be interested in a long odds coincidence.

Thirty-two years ago I was serving in HMS Leopard, a cruise still remembered by many as the one which aided the volcano stricken island of Tristan da Cunha. Leopard was my happiest ship and in subsequent years I often thought of the ship's company and my special oppos, PO Lionel Deternant and POEL Bob Johnson.

Recently during a particularly heavy trip down memory lane I wrote to Navy News and you inserted an item in the April issue "Calling Old Shipmates" column.

Last night I received a phone call from Lionel who after going to pension as a Chief in 1973 has never seen or taken Navy News. Not, that is, until his son bought him a subscription starting with the April issue!

Up to now I have not heard from Bob Johnson — it would be nice to think I will and that perhaps one day the Leopards could have a reunion that involved a return trip to Tristan and a few beers with the descendants of Willy Repetto, the Chief Islander in 1961. — D. Johnson, Maldon, Essex.

Arthur's minders

In his letter suggesting the name "Royal Arthur" for a Type 23 Duke Class frigate (April issue) POAEM(M) Brember refers to "the thousands of trainees who passed out from Skegness".

He does not mention Ship's Company, of which the WRNS was an integral part. I served there from Nov 1939 to May 1941 and still have my '39 Royal Arthur cap tally.

The HMS Royal Arthur Association meets annually at Skegness for a reunion and is helping to keep the name alive — in fact we have already requested their Lordships at MOD to consider using the name again. I for one could not agree more with PO Brember's suggestion. A. E. Davies (nee Roach). Ex-WRNS. Llanwrtyd Wells, Powys.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

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JACK

BY TUGS

.... I DIDN'T EVEN TALK TO A WREN ON BOARD 'ONEST! BESIDES THERE'S A VERY STRICT NO TOUCHIN' RULE...



NOT AS STRICT AS THE ONE 'ERE JACK!



NN

Letters

NN

WHINGE OVER POMS

BEING a vegetarian myself, I read with interest the "Man cannot live by chips alone" letter in the March issue, and can only sympathise with POWREN Williams.

I am currently serving in a Type 42 and most of the time my meal consists of a jacket potato or "pom" and whatever vegetables are on the counter.

I consider myself fortunate if I get two proper meals a week. If anything vegetarian dishes are easier to prepare and cook and are generally tasty and nutritious — so come on, catering/galley staff, try something different. Your customers may like it. — LWTR, BFPO Ships.

Pozy had RN drivers

In the February issue of Navy News "Fifty Years On", reference is made to the Polish AA ship Pozarica, damaged and sunk off Bougie, 13th February 1943.

As an ex-"Pozy" who commissioned the ship, our complement was made up of T 124X and RN personnel and we were very much one of HM ships, later given prominence by the late Godfrey Winn in his epic story of the ill-fated convoy PQ 17.

At no time, to my knowledge, was she in the hands of our free Polish allies and for the memory of those shipmates who perished in that action, I put the record right. — J. H. Scott, Ex-PO. Bognor Regis, West Sussex.

Not just the leavings of Liverpool

THE forthcoming commemoration at Liverpool of the 50th anniversary of the Battle of the Atlantic is rightly receiving excellent recognition in your columns.

Neglectfully, I feel, the wartime naval base of Milford Haven is being completely ignored, despite its substantial contribution to that long and vital conflict.

Moreover, Milford Haven was actively engaged in the preparations for the invasion of Normandy and afterwards in supplying the beach head.

In An Experience Shared 1939-1945 Vernon Scott quotes Rear-Admiral Fairbairn, Flag Officer Milford Haven: "In aid of this great battle we sailed from this port over 17,000 convoys and ships aggregating more than 63,000,000 tons. This is a record of which Milford Haven has every reason to be proud, when we take into account the many mining raids of the Luftwaffe in 1941-42".

Formidable figures of ships and tonnage by any standards, as those of us who served aboard the escorts well remem-

ber. — R. Fletcher, Dunstable, Beds.

THE general public thought that convoys were only protected by the gallant escort ships. Films such as The Cruel Sea featured their exploits — but none, to my knowledge, ever recognised the DEMS gunners.

Officially, DEMS stands for Defensively Equipped Merchant Ship — but General Service men and even the time-honoured Harry Tate's Navy tended to look down on us and coined other translations, the most popular being "Don't Expect Much Sympathy". Another, which was very true, was "Die Early, My Sons".

The DEMS was a world-wide organisation with depots and gunnery schools in most major ports. But the Navy did not see fit even to record service with DEMS on the Certificate of Service.

My S 459 shows service up to and including a gunnery course at Whale Island — and then nothing until I was demobbed in 1946. — K. Eyre, Ex-EMS P/JX 234992, Stocksbridge, Sheffield.

● DEMS — and the Maritime Royal Artillery Regiment — receives honorable mention in our round-up of the Battle of the Atlantic this month (see pages 20/21). With a campaign that involved so many facets of the war effort, some organisations are bound to have been overlooked, however. We hope to have included all the main ones.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

Easy rider 1949

I'M wondering if my overland journey is unique among serving RN personnel?

During the late 40s while in charge of a combined Services leave camp in the interior of Sri Lanka I obtained permission to find my own way home to Devonport by motorcycle.

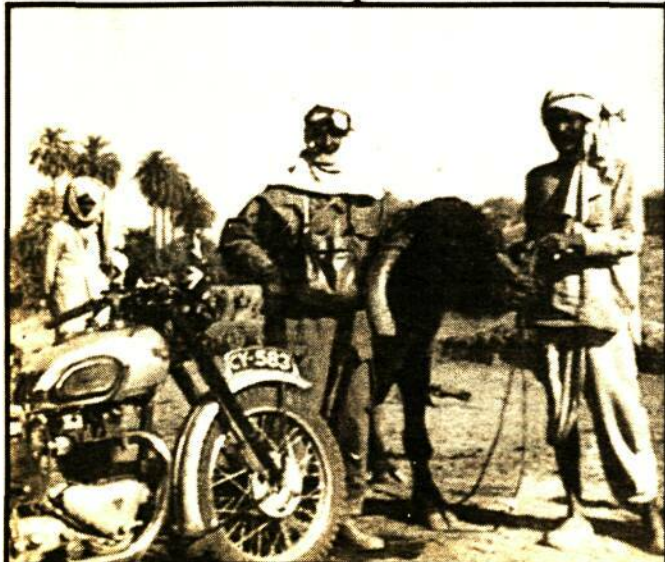
On Boxing Day 1949 I left the camp on a 1947 500 cc Triumph Tiger 100 and the following day boarded a ferry and landed on the southern tip of India, proceeded via Bombay to Delhi, then through Pakistan, Baluchistan, Iran, Iraq, Transjordan (visiting old Jerusalem) and on to the Gulf of Aqaba where I obtained passage on a tramp steamer to Egypt.

I passed through Cairo and Alexandria and thence to Alamein where I stood in awe at the sight of hundreds of white crosses. I then proceeded along the Eighth Army coastal route to Tunis, caught a ship to Marseilles, then through France via Paris to Calais. I landed at Folkestone on the 9th of March, reaching Royal Naval Barracks on the 10th having covered approximately 9,250 miles.

I considered it a privilege to have flown a Union Jack in so many remote areas where it always commanded great respect.

Having now reached the age of 82, I still ride a 750 cc. — C. V. Ansted, Ex-CRO, Crockernwell, Exeter, Devon.

● Wrapped up against the dust of Southern India — CRO Ansted at the start of his 9,250 mile ride home.



Telemark hero with a taste for a tot . . .

AS the Naval Attaché in Oslo, I was recently privileged to represent the British Embassy at the 50th anniversary celebrations for the famous sabotage raid on the German heavy water production plant at Rjukan by the Heroes of Telemark.

At the commemorative dinner, I was sitting across the table from one of the saboteurs, Knut Haukelid. He told me he had spent much of the war holed up on Hardangervidda doing the sort of hush-hush things that sneaky beakies do. When it became clear the war was all but won, nothing appealed to him more than the idea of a drink after so many months of having to live on his wits.

Accordingly, in one of his transmissions he intended for some pusser's rum. He was disappointed that the war ended

before the RAF could drop any to him.

Later, he was minding his own business at home in Oslo one day when there was a knock at the door. He described to me his great delight on opening up to find a Petty Officer and a junior rating standing there with a present from the Royal Navy of the survival stores he had demanded.

It is those little touches that keep our image sharp from year to year. Are those two "post-men" still around, I wonder? — G. S. Pearson, Cdr. British Embassy, Oslo.

For left-hand drivers only

A READER in your April issue asked whether there have been any aircraft carriers that had the bridge and control tower (or island) on the port side. There have been only two.

The Imperial Japanese Navy fleet carriers Akagi (35,000 tons) and Kriyu (17,300 tons) had islands on the port side with the boiler gases being discharged to starboard below flight deck level.

Both carriers were at Pearl Harbour and participated in the offensive against the Royal Navy in the Indian Ocean and in air strikes on Ceylon. Akagi was the lead Japanese carrier until she was sunk at Midway along with Hiryu and two other fleet carriers in the action with the three USN Yorktown class carriers. — C. Leyson, Nuneaton.

The central superstructure and crash barrier in HMS Furious to which you referred in your April number were done away with in 1925 and the ship was thereafter navigated from the starboard navigating position under the forward end of the flight deck.

There was a retractable control position on the centre line for use when not flying — but nobody to my knowledge ever used it as it was too draughty and lacked facilities.

Why starboard rather than port? The reason may well have been because aircraft formed up with a left-hand circuit, but

I always assumed that an important factor was the "Rule of the Road at sea."

The platform of the starboard navigating position (on which there was just room for the Captain, Navigating Officer and Officer of the Watch) was some three or four feet below the flight deck. Our heads were therefore two or three feet above it, which meant that whenever the ship listed the vast area of flight deck rose and cut off all view of anything to port.

As the rule of the road said "If to starboard red appear, it is your duty to keep clear" it was obviously commonsense to ensure that was the side which gave an uninterrupted view.

In 1939 a small island was built for gunnery control and an aircraft homing beacon placed abaft the "starboard nav." This may have been for easier communication between Captain and Gunnery Officer in action than would have been the case if the latter had been right over on the other side — or maybe the Constructors had by then merely got the starboard habit! — Cdr C. A. Jenkins (Navigating Officer HMS Furious 1937-41) Lechdale, Glouc.

NN Navy News

No. 466 39th year

Editorial and Business address: Barham Block, HMS Nelson, Portsmouth, Hants, PO1 3HH
Editor: John Tucker. Deputy Editor: Jim Allaway
Assistant editors: Lindy Clegg, Ruth Vernon and Paul Parrack
Business Manager: Mrs. Anne Driver
TELEPHONES
Editorial: 0705-822351 (Portsmouth Naval Base) extensions 24194 and 24163
Business (advertising, distribution and accounts): 0705-822351 ext. 24226
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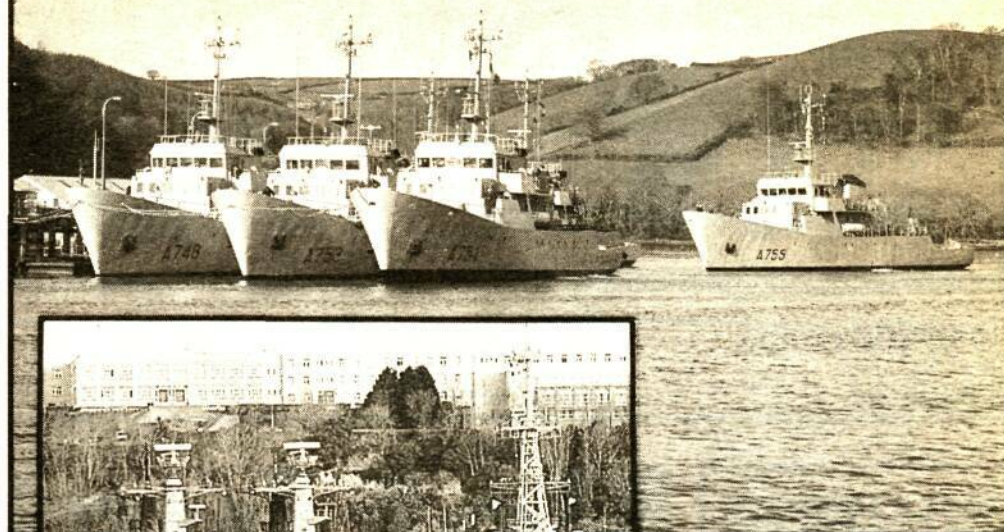
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Ships in line à-Brest



● Above: Corvettes from the Ecole Navale, led by Capitane de Vaisseau Andre le Berre, seen here berthing at Sandquay.

● Left: HMS ships Brilliant and Battleaxe at Brest, alongside the French destroyer Primauguet.

Picture: LA(Phot) Foxy Glazier

AFTER a visit to Dartmouth by six corvettes from the Ecole Navale in Brest (top) — the first of its kind between the two colleges — HM ships Brilliant and Battleaxe have returned the compliment, enjoying a final run ashore before arriving home in Devonport.

HMS Brilliant visited Brest after returning from the Adriatic where she had been part of the Operation Grapple task group while HMS Battleaxe had been visiting the US and Caribbean, both ships carrying out their operational duties with Officer Cadets embarked.

While the whole of the ships' companies appreciated the chance to visit the town of Brest, meet the French Navy and enjoy some well-earned rest and recreation, the Offi-

cer Cadets also had a full programme of exchanges, social events and sports fixtures with their cadet counterparts who had visited Dartmouth at the beginning of the year.

Oil depot rings off

A LONG and illustrious relationship between the Royal Navy and Invergordon and the Cromarty Firth, which spanned two World Wars, has ended with the closure of the naval establishment and oil fuel depot at Invergordon.

Chief of Staff to FOSNI, Capt. Paddy McKnight, presented the Invergordon bell to Mr Duncan McPherson, Chairman of the Highland Regional Council, on board HMS Scylla at Admiralty Pier, Invergordon.

● At an informal ceremony attended by members of the Essex branch of SOCA the ship's bell from HMS Phoenix was hung in Customs and Excise's new staff restaurant at HQ Southend. The presentation was in recognition of the Department's traditional links with the Navy.

Net widens for KGFS

KING George's Fund for Sailors has had its Royal Charter revised, widening the type of organisations it can assist.

The Fund assists "marine benevolent institutions". These are now defined as "institutions which materially relieve the needs of sailors, or their families and dependants" and the new wording allows grants to be made to tri-service organisations like SSAFA which are not "wholly or mainly" for the benefit of seafarers.

Last year Royal Naval charities received £1,029,000 from KGFS with a further £25,000 going mainly to Naval dependants for educational purposes. The grants total in the Fund's 75th anniversary year was £2,126,000.

Officers held by French skipper

A FRENCH fisherman, who failed to comply with the orders of an RN Fishery Protection officer, was fined £3,750 last month for illegal fishing.

La Calypso, skippered by Michel Mesnage, was found fishing inside a six-mile limit

west of Alderney by the Fishery protection vessel HMS Brocklesby.

Officers from the mine-sweeper boarded the boat and ordered the skipper to make for St Peter Port on Guernsey. But, with three RN officers on board, La Calypso refused to change course and continued towards Cherbourg where the officers were held for more than five hours.

Later the same day French fisherman at Cherbourg boarded the patrol vessel HMS Blazer which was on a goodwill visit to the port.

After burning the ship's White Ensign she was dragged from her moorings by French trawlers. HMS Blazer's ship's company and cadets from Southampton University, who were also embarked, remained on board during the four-hour occupation.

As tension between the UK and French fishing fleets mounted after the two incidents a squad of 12, unarmed, Royal Marines embarked on board another Fisheries Protection vessel, HMS Jersey.

DENTISTS' BITE-SIZED PACKAGE

THE Royal Naval Dentist Service (RNDS) has launched its new Trident computer system, owned by Bowater Technologies Ltd., with the aim of maintaining the high level of dental health in the Service.

With a highly-mobile patient base accurate records are essential and the new system will provide instant access to the patient's records wherever and whenever they were seen.

It will also reduce time spent on paperwork and provide a permanent clinical database and forensic facility.

Meanwhile a contract to maintain a computerised database for the major surface ships of the Navy has been awarded to Vosper Thornycroft (UK)

Ltd.

The Master Record Data Centre (ships) keeps an accurate and up-to-date record of every major ship, recording its description, function and equipment, and aiding the in-service support and management of the Fleet.

● Vosper Thornycroft have been granted the Queen's Award for Export Achievement, 95 per cent of their current £700m order book being for overseas sales.

Last call for sea service for Wrens

PVR costs increase

Charge for premature voluntary release payable by RN, RM, QARNNS and WRNS ratings recruits aged 17½ and over has increased to £150.

The lower charge for artificer apprentice recruits, Probationary Medical Technicians and Probationary Communications Technicians goes up to £110.

DCI RN 62/93

Sub-aqua fitness

Service sports divers are reminded that they must be medically examined before undertaking any form of dive training — and then at five yearly intervals and annually after age 40.

Your GP will expect a fee, but medicals conducted by service medical officers are free since sub-aqua diving comes under Adventurous Training.

Main fitness requirement is that your weight should not exceed 20 per cent above the desired figure based on height, age, sex and build.

The standards given apply only to recreational divers — those for Service personnel actually employed as divers are given in B 1750A, article 0603.

DCI JS 18/93



"Any last request?"

Smiles

Advancement regulations for WRNS ratings that come into force on August 31 — closing the route for those who have not already done so to volunteer for sea service — are detailed. It is three years since the "Wrens at sea" announcement. Nearly all RN specialisations are now open to the WRNS and over 600 women are serving in around 20 ships.

The interim regulations published in 1991 introduced three rosters — "RN", "WRNS sea service" and "WRNS non-sea service" — so that all advancement and subsequent promotion could be managed fairly during the early stages of sea service for women. These will be reduced to two:

- A Sea Advancement Roster, covering all men and women serving at sea on common employment.

- A Shore Advancement Roster for the non-sea volunteer and branches for which there are no permanent complement billets at sea (ETS, WA, Tel, DH and DSA).

Arrangements for Medical Branch ratings will be considered separately and for the time being men and women will remain on different rosters.

Their situation is complicated because they are few in number, with a large proportion serving in submarines and Commando Forces — areas which are still closed to women.

From August 31 all ratings on the Sea Advancement Roster will be advanced in basic date order, or according to merit points regardless of their gender. Also their subsequent promotion and 20E quotas and selection boards will be merged.

The CPO Promotion Board which is due to sit in September will be the first to make selections

against a common quota. Promotion boards considering women who have had far fewer sea drafts than their male peers will take account of any lack of opportunity that has existed for Service reasons.

The Shore Advancement Roster and subsequent promotion rosters will be managed separately just as they were before September 1990. Those on this promotion route will remain ineligible for 20E.

The WA and ETS branches have been closed to recruitment and will be phased out. Those who continue to serve out their time in these branches and others without an RN equivalent will remain on the Shore Advancement Roster and will likewise not be eligible for 20E.

Any WRNS rating still wishing to volunteer for sea service must apply before 30 June — see DCI 305/92. Thereafter branch transfer and sideways entry requests will only be considered from a rating who already has a sea liability, unless she is in a branch being phased out — when her request will only be considered if she confirms she will accept a liability for sea service for the remainder of her career.

DCI RN 37/93

AIM of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service. In the event of action being taken the full original text should be studied.



Get Wise on DCIs



Highland holidays

Poldubh Cottages in one of the most beautiful and rugged areas of Scotland are available to RN families as holiday homes for only £2 per night — £1 for under 16s.

The cottages, administered by HMS Cochrane, are basic with gas cooking, solid fuel heating and no electricity. But for a family fond of the wilds — they lie beneath Ben Nevis, Britain's highest mountain — they offer unbeatable value for money.

For details of these and other holiday facilities on offer contact Holiday Homes Section, Lion Club, HMS Cochrane, Rosyth, Fife KY11 2XT.

Announcement under SCI RN 55/93

Staff successes

Main prizewinners for the 1992 Royal Naval Staff Course are: **Herbert Lott Prize** (most outstanding RN, RM, WRNS or Commonwealth naval student) — Capt. M. J. D. Noble, RM. **Pelican Prize** — (most outstanding international student) — Cdr. J. T. Dugene, USN. **Herbert Lott Prize** — (best maritime studies papers) — Capt. M. J. D. Noble, RM and Lieut.-Cdr B N. B. Williams.

Announcement under DCI RN 35/93.

Alpine Meet

Chamonix in the Mont Blanc region of the French Alps is the base for this year's Joint Services Alpine Meet from 23 July to 8 August.

Previous alpine experience is not required for this annual adventurous training exercise — but applicants must be full members of a Service mountaineering club, having met standards in rock climbing, rope handling, abseiling and the use of ice axe and crampons.

Applications from RN and RMCM members to the Meet Leader, Lieut. S. K. Jackson, FMAO CinC Fleet, Northwood by 1 June.

DCI JS 19/93

Sailing in the Med

Odessa Odyssey 93 is the title of a Joint Services Sail Training Expedition exploring the Eastern Mediterranean, the Black Sea and Egypt this year, for which places for legs from Athens this month are available.

Other crew change ports at which the JSASTC Nicholson 55 yacht Chaser will call before returning to Gosport in October are in Turkey (Istanbul), Cyprus, Egypt, Malta, Menorca and Gibraltar.

Personal contribution to costs is likely to be under £400 for each two-week leg and all travel to and from the yacht will be arranged by the project officer. Details from CPWEA J. Fraser on 0436 74321 ext 3436.

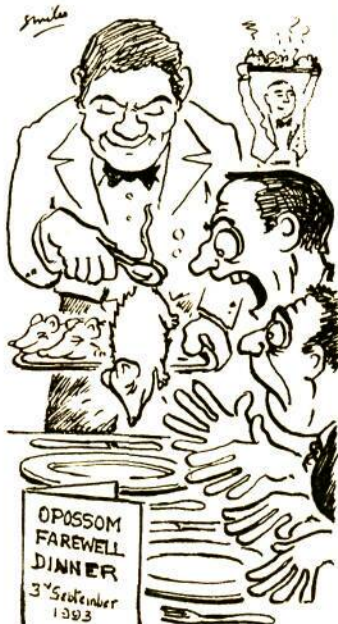
DCI JS 20/93

Opossum dinner

Preparations for the disposal of HMS Opportune begin at HMS Dolphin on 3 June while those for her sister submarine HMS Opossum start on 3 September.

A dinner to mark the decommissioning of HMS Opossum will be held at Fernham Hall, Fareham on 3 September. All ex-members of the Ship's Company and their wives are welcome. Write with s.a.c. to the First Lieutenant HMS Opossum, BFPO 352.

DCI RN 36/93
DCI RN 51/93
Announcement under DCI RN 61/93



Ninth Frigate Squadron becomes the Sixth

The Ninth Frigate Squadron at Devonport became the Sixth Frigate Squadron last month.

Mail dealing with technical, administrative, planning or warfare matters should now go to the Captain Sixth Frigate Squadron Office, Tyne Build-

ing, HMS Defiance, HM Naval Base Devonport.

That requiring the Captain's personal attention or of immediate operational, personnel and supply nature should be addressed to the Captain Sixth Frigate Squadron, HMS Norfolk, BFPO 344.

DCI RN 67/93

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FLIERS TAKE OVER

THE coffee room in the Mine Warfare Training Section at HMS Nelson Gunwharf became an aircrew refreshment bar during a recent MCMWG course on which all four COs designate were Lynx pilots.

Photographed on board HMS Ledbury, they were (right to left) Lieut.-Cdr. The Duke of York, who took over command of HMS Cottesmore on April 27th, Lieut.-Cdr. Martin Westwood (CO Desig. HMS Hurworth), Lieut.-Cdr. Jeremy Stanford (CO HMS Ledbury) and Lieut.-Cdr. Nick Clarke (CO Desig. HMS Chiddingfold).

It seems the Fleet Air Arm is

attempting a take over of the Hunt squadrons; by this summer seven of the 650-ton vessels will be driven by aviators.

● HMS Cottesmore has won this year's Marconi Underwater Systems Ltd Minewarfare Trophy, as the ship having made the most significant contribution to minewarfare efficiency in the Minor War Vessels Flotilla.



Picture: LA(Phot) Tony Power

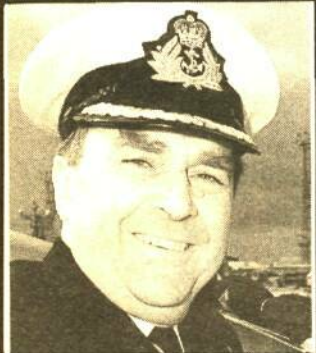


People in the News



ALAN'S AWAY

CDR. Alan Padwick, Commander of the Tenth Mine Countermeasures Squadron was given a traditional send-off at Rosyth to



mark his forthcoming retirement.

He was driven around the base for the last time on the back of a flatbed trailer, which was suitably decorated with an assortment of mines. A diving officer throughout his distinguished career, Cdr. Padwick joined the Royal Navy in 1958.

As well as allowing him to spend more time with his family, his retirement will see him indulging his hobbies of choir singing, painting and narrow boating.

New Commander of MCM 10 is Cdr. Richard Marshall, previously Executive Officer of HMS Alacrity.



LEG BRACE!

BROTHERS Nick and Nigel Johnstone caused slight confusion at RNH Haslar by turning up on the same day with leg injuries. But although their initials were the same it was, at least, a different leg involved in each case.

POWtr Nick Johnstone (pictured on the right being supported by PONN Morag Holdsworth) broke his right leg while playing soccer for HMS Centurion in the finals of the Senior Challenge Cup against HMS Collingwood. There was consolation though; Nick had scored the winning goal.

POWtr Nigel Johnstone (taking support from Student Nurse Lisa Mullen) from HMS Hecla badly sprained his left ankle while playing one of the bears in a Crossing the Line ceremony! He was ducking a first-timer at the time so "Serve him right" comes to mind...

FIRST FOR HOLBROOK PUPIL

VICTORIA Hamilton has become the first girl pupil from the Royal Hospital School, Holbrook, to be selected for Operation Raleigh, a charity which sends young people abroad to carry out demanding environmental and community projects.

The first of her challenges is to raise £3,000 to cover costs. On May 23, when the school celebrates its Diamond Jubilee at its present site, she is to abseil down the 200ft-high school tower as a fund-raising stunt. She is the first pupil to attempt this for many years and will be supervised in

the attempt by the Royal Marines.

Victoria has strong naval connections. Her grandfather, Launcelot MacManaway, was a Chaplain QHC RN for nearly 30 years, and her mother was a Royal Naval Nursing Sister. Victoria's brother, James, is also a pupil at Holbrook.



Picture: LWren(Phot) Sahara Hill

Observers lighten the load

MEMBERS of 63 Basic Observers Course, 750 Naval Air Squadron, RNAS Culdrose, applied the gentle touch when they helped out with spring cleaning at Trinity House Lighthouse Museum in Penzance.

The delicacy of many exhibits called for lightness of hand and that's what they got.

● It was a proud day for Rear Admiral Colin Cooke-Priest when he presented his son Nick with Fleet Air Arm Wings to mark his successful completion of Observer training at RN air station Portland.

The event was all the more special as it was one of the Admiral's last duties before retiring as Flag Officer Naval Aviation and from the Royal Navy.

Families get it together

AS HMS Ark Royal made her way to the Adriatic there was a chance for three family reunions en route.

Catering officer Sub-Lieut. Martin Willis (left) and CPOCK Tom Meadows (right) were flown on to the Rock of Gibraltar to co-ordinate the landward end of the Vertrep airbridge ferrying stores and provisions to the Task Group. During their stay they looked up their brothers, LCK Bob Willis and CPOCK Rod Meadows, both serving in HMS Rooke.

Martin, Tom and Rod last served together in HMS Intrepid (1978-80), when Martin was a cook and the other two were killicks. Martin and Bob have served together at RN air station Yeovilton, as have

Rod and Bob, and Martin has served in Gibraltar as POCK to FO Gib.

Pictured (l-r) are Martin, Bob, Rod and Tom.

● Meanwhile, when the Ark Royal steamed on to Athens' port, Piraeus, another family reunion took place. LWEM Neil Cotgreave met up with his sister, Val, whom he had not seen in 12 years. The two were last together at Val's wedding to Alex, a Greek, in Athens so Uncle Neil was also meeting his nephew and niece, George and Christina, for the first time.





People in the News

AMAZING TV ROLE



A MAN of many talents, POMA Geoff Todd has now added to his accomplishments by entering the Crystal Maze, the Channel 4 adventure quiz. How he fared will be revealed in the episode to be screened on May 20th.

In his working life Geoff ministers to the injured and infirm of the Devonport-based Submarine Disposal Group. But, hey presto, when work's done he is transformed into a keen magician.

A member of the Magic Circle, Geoff performs for a wide range of audiences and has previously appeared on television during last year's Children in Need night.

Whether he brought a touch of magic to his appearance in the Maze is a closely guarded secret. He's pictured (centre) with his teammates — an accountant, a Civil Servant, a policewoman, a plumber and a student; six of the 78 contestants chosen from 36,000 applicants.

Back at sea

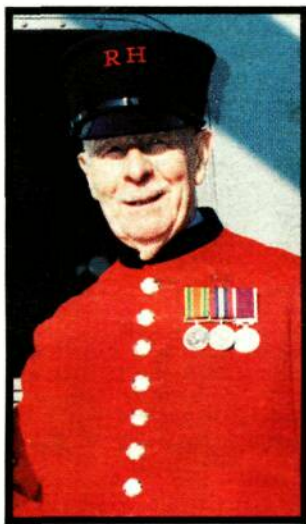
CHELSEA Pensioner Mr John Judge (80), who joined the Royal Navy in 1928 and served in HM ships Impregnable, Emperor of India and Malaya before leaving the Service in 1933, has now sailed in one of the RN's latest frigates, HMS Marlborough.

"There's no comparison with the ships I used to serve in, it is all push button these days — but the men are just the same," he said.

After leaving the Navy John signed on with the Territorial Army. At the outbreak of the Second World War, when he was working as a matey at Devonport Dockyard, he was called to the Colours and became a signals operator with the 43rd Div. Sigs. John retired from the Army in 1965.

Commanding Officer of HMS Marlborough, Cdr. Peter Eberle, presented John with a framed photograph of the Type

23 at the end of his visit, which had included sailing from



Portsmouth to West India Quay, London and a night on board.

BLOOMING GREAT!

DURING his 18 years' service at RNH Haslar, buffer PO(S) Alan Parkin-Beresford has made an outstanding contribution to the hospital grounds. He has planted some 2,000 trees and 20,000 flowers and shrubs as well as being the organising force behind the creation of a Garden of Remembrance. Now Alan has retired after 43 years' Royal Navy service all told. He plans to continue gardening, though, and fishing, and also encouraging wildlife in the Garden of Remembrance.



OFFICIAL SPEAKER

PICTURED in the Lake District with his wife — and tandem cycling partner — Maria, is Mr Terry Bullingham, who has recently become a full time speaker for St Dunstan's, the organisation for men and women blinded in the Services.

Terry was a CPO in the Fleet Air Arm during the Falklands War. While on the flight deck of HMS Antrim he was hit by cannon shell from an attacking Mirage jet and suffered serious injuries including being blinded.

Terry retrained at St Dunstan's, learning communication skills, computing, braille and mobility with the long cane. He later spent a year learning to become a technical officer for the blind and he is a fully qualified social worker.

Terry has a fascinating story to tell about coping with his blindness and about St Dunstan's. He also features in a short film, which can accompany his talk.



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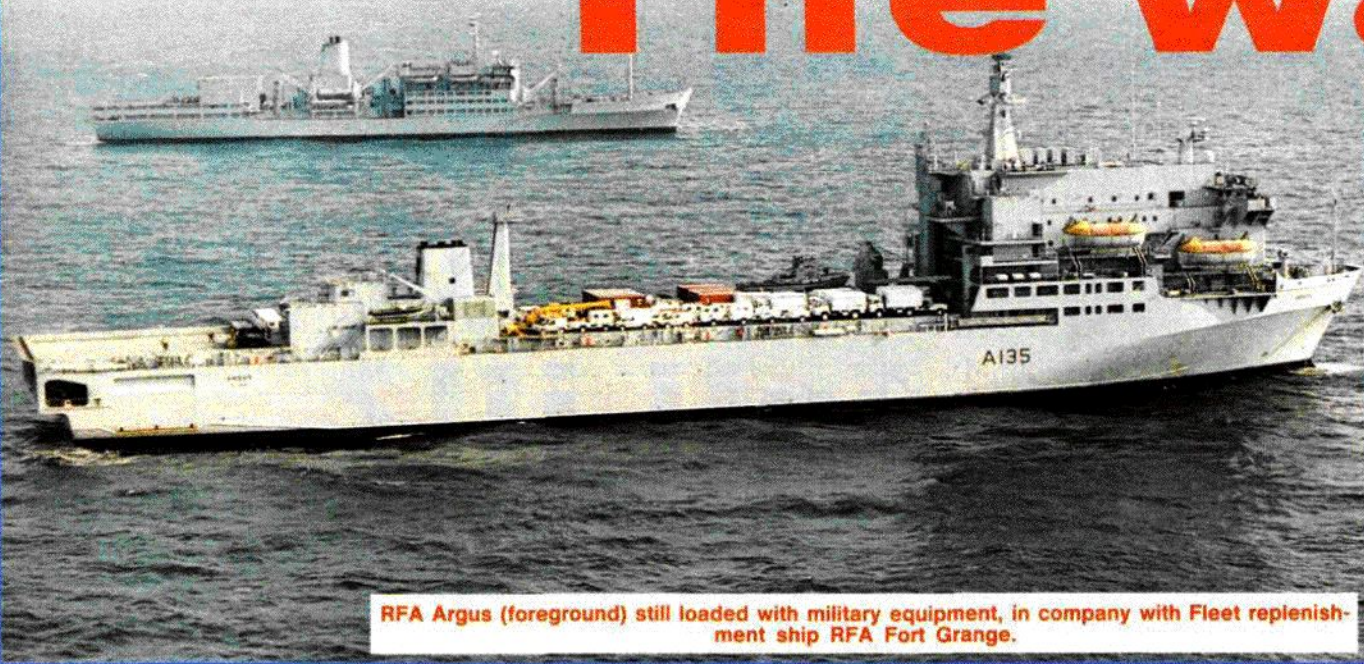
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The waiting



RFA Argus (foreground) still loaded with military equipment, in company with Fleet replenishment ship RFA Fort Grange.

RFAs play a major role

The recent organisational changes which bring the Royal Fleet Auxiliary directly under the command of CinC Fleet have come at a most appropriate time, with the RFA providing five ships currently serving in the Adriatic area, the aviation training ship Argus, replenishment ship Fort Grange and fleet tanker Olwen

at sea with the Task Group, while the landing ship Sir Percival and fleet replenishment ship Resource are alongside at Split, providing logistic and support facilities for the British forces ashore.

The flight-deck and hangars of RFA Argus are still packed with military hardware, including six 105mm field guns, lo-

cating equipment, trucks and tracked vehicles, but the 300 soldiers who were packed in below decks have now, gratefully, returned to the open spaces of Salisbury Plain, while the 50 or so who remain spend their days keeping the equipment serviceable and ready for use and keeping themselves fit with physical training programmes.

Below decks the cramped plywood three-tier bunk spaces erected to house the troops are now empty, their only signs of previous occupation being a pin-up or two still stuck to the bulkheads.

Also empty and echoing to footsteps is Argus's hospital complex. Constructed port-a-cabin style in No. 1 Hangar for use in the Gulf War, it was re-equipped in preparedness for possible casualties in a new conflict in Bosnia. The hospital can provide 100 beds, 10 of which are for intensive care.

The ship's doctor, Surg.-Lieut. Debbie Kerr explained — "Currently the medical staff comprises just myself and my LMA, but, when the hospital is up and running we would have a full team of two surgeons, two anaesthetists and theatre nurses."

Returned

Argus is the veteran of the Adriatic group, originally going to Split at the end of last year taking the Sea King helicopters of 845 Sqn which are now heavily involved with the United Nations' evacuation and relief efforts. She returned to UK for Christmas, only to quickly reload, turn about and return with the Task Group.

With a crew of about 80 RFA and 40 RN personnel, Argus's normal role is that of sea training for aircrews and flight-deck teams, a facility sorely missed by Flag Officer Naval Aviation, as she remains, loaded and waiting, with the Task Group.

The other two RFAs at sea, Fort Grange and Olwen, are also carrying considerable numbers of RN personnel, as their flight-decks and hangars have been utilised to carry the six anti-submarine Sea King helicopters of 820 Sqn, normally part of Ark Royal's complement of aircraft.

The fleet tanker Olwen has been kept particularly busy as the roving filling station for the fleet, servicing not only the Task Group ships, but also many of the other warships currently in the Adriatic.

The ship's master, Capt. Brian Waters, described how on occasion ships have been forming a queue to top up from Olwen. And who does he rate the best as far as ship handling is concerned? "Definitely the Dutchmen," he declared, as HMNLS Abraham Crijnsen deftly drew up alongside to take on fuel.

Back aft on the flight-deck, 820 Sqn groundcrews await the return of one of the two Sea-Kings after a test flight. "Good accommodation, good runs ashore, and an easier atmosphere" is how they describe, with cheery smiles, the conditions in Olwen.

WHEN the Royal Navy Task Group was cheered off by well-wishers as it set sail in mid-January, its mission seemed likely to be an immediate one — to reinforce British forces by putting ashore troops, artillery and aircraft, or, in extremis, give cover and support for their orderly withdrawal and evacuation.

Three months on, much has happened ashore in the former Yugoslavia, ceasefires have been agreed and broken, while the Royal Navy ships stay watching and waiting in the crowded international waters, along with task groups from France and the United States, similarly prepared for any likely eventuality in this increasingly complicated situation.

Not that the ships have been idle during this time — an intensive programme of operations and training has been almost continuous since deployment, exercising within the Group to test defences and damage control, and working with American and French groups and with Italian naval forces.

The close proximity of so many maritime forces has had advantages and disadvantages. "At times, three carrier groups have been operating in the confined waters of the Adriatic, keeping outside of territorial waters, resulting in very crowded airspace and shipspace. We have sometimes had to arrange to rotate flying days between US, French and British forces," explained Commander (Air) of Ark Royal, Cdr. Colin Ferbrache. "But there have been excellent flying opportunities — simulating air combat with US and French aircraft — and if we want more space we can move out into the Ionian Sea to practice anti-submarine exercises, for example."

Fascinating

Just taken over as Task Group Commander and Captain of HMS Ark Royal is Capt. Terry Loughran.

His predecessor, Capt. Jeremy Blackham, just prior to his departure, described the situation in the Adriatic Sea with three nations, all poised for action, with no common command, but with mutual co-operation, as "fascinating".

He stated: "The area is a laboratory for international operations at sea. We can see how ad hoc groups can be put together, pointing the way for possible future multi-national forces."

So much, then, for the Command viewpoint, but how is it all looking to the ship's company?

Ark Royal has, so far, spent almost a hundred days at sea, with an initial six-week continuous period before her first port call to Trieste, and three weeks later to Piraeus in Greece, with a break in Naples for a self maintenance period in the middle of April.

Compared to lengths of seetime in the past Ark Royal is no record-breaker (HMS Eagle's 71 continuous days at sea on patrol of Beira still holds the record for peacetime operations), but never-

theless, for the crewmen and women, many of them at sea for the first time, it certainly seems long enough.

"If we had a go-home date it would all be fine" was a comment from PO(AH) Spike Hughes, serving in RFA Argus, reflecting a widely-held view that uncertainty for the future rather than the time currently spent at sea was the main concern.

"At sea, the days all tend to merge" says CPOAEA(R) Neil Kippax, at work in the air engineering shop in Ark Royal's hangar "You know it's Sunday only because you're eating your Sunday dinner".

Contact with home, as ever, remains a crucial element in morale, and all ships in the group have been well served with mail, arriving on a daily basis and usually taking only a couple of days, and a phone link is available for Ark Royal ship's company for a couple of hours in the evening, although reception was generally agreed to be "something of a hit and miss affair".

The sickbay is traditionally a good place for buzzes, but Ark Royal's yielded little on this occasion, its sole inmate being a CPO, who remains nameless, waiting to be flown home after breaking his leg falling down a ladder. They all seem to be a healthy lot on board — the biggest medical event apparently having been several cases of sunburn, acquired on a ski trip during the Piraeus visit.

Standby

So the Task Group carries on, never straying too far from the Adriatic coast, as it remains on 48 hours notice for action. Some of the aircraft — four of the eight Sea Kings of 846 NAS and two of the original eight Sea Harriers — have now returned to UK to fulfil important training requirements. So, too have about 300 of the troops who were embarked in RFA Argus, but all are on standby ready to rejoin the Task Group if needed.

The two original Type 22 frigates in the Group, HMS Brilliant and HMS Coventry, were relieved, first by HMS Brazen, she in turn handing over to HMS Broadsword joining at the beginning of April.

Ark Royal, and her attendant RFAs remains on station. As Capt. Blackham said, they are "... expecting to be here as long as they're needed."



Photo above — Happy in their work, 820 Sqn personnel on the flight-deck of RFA Olwen. Left to right, LAEM Simon Game, LA(AH) Ian Caseley and AEM(WL)s Neil Robertson and Darren Finch.

The newest member of the RN Task Group, the Type 22 Frigate HMS Broadsword on patrol as the sun sets on the Adriatic.



game

For over three months ships of the Royal Navy Task Group have been poised to support the British Forces committed to the United Nations relief efforts in Bosnia.



Under the Netherlands flag, RN MEMs with two of their Dutch oppos, (left to right) MEM(M) Chippie Inker, Matrose (TDW) Leo Bruinsma, MEM(M) Mark Ashworth, LMEM(M) Andrew Braddock and Matr. (TDW) Erwin Ooskerbroek. (MEM(M) Terry Dyer, the fourth British crew-member, was on watch at the time.)



The Dutch frigate HMNLs Abraham Crijnsen in company with HMS Ark Royal.

Going Dutch

"THE Dutch and the British have been fighting with, or co-operating with, each other for centuries, so integration is easy" — the words of Cdr. Peter van der Struis, Captain of HNMLS Abraham Crijnsen, whose ship is in the Task Group, under direct Royal Navy command.

With a relatively small navy, the Netherlands were still keen to make a contribution in the Adriatic. "By co-operating with the British" the Dutch commander said, "the effect is much better."

A further example of Anglo-Dutch naval co-operation is the recent arrangement whereby 40 volunteer MEMs from the RN are serving with the RNLN for twelve months to alleviate their current shortage. (See story in Clanky's Corner, page 4.)

Four of these lucky lads, serving in Abraham Crijnsen, now find themselves back in a British Task Group!

LMEM(M) Andrew Braddock and MEMs Mark Ashworth, Terry Dyer and Chippie Inker are slowly adapting to their new way of life, although admitting to still feeling a bit isolated on occasion.

Somewhat envious of the Dutch eight-hour day system and the crew's one day's leave (or one day's pay in lieu) given for each day spent at sea, surprisingly, they did not seem so enthusiastic about "cafeteria" mess-life, whereby able ratings have their own lounge and bar,

with the corporals (leading hands) segregated with their separate facilities.

"There's little choice at meal times" said Andrew, "but the food is very good." Main complaints seem to be that they're putting on weight — and they're missing the English beer!

Most contented was Terry Dyer. "It's more relaxed... I'm really enjoying it," he declared.

Happy, too, was their boss, the ship's MEO, Lieut.-Cdr. Kjeld Broekhaus, who rated his British MEMs as "good craftsmen, very keen and quick to learn the system."

Abraham Crijnsen is shortly to be relieved by another Dutch frigate and she will then be joining the STANAVFORLANT Force, so the lads are looking forward to their first run ashore then — in Plymouth!

Keeping busy, above and below decks

WHILE the outward signs of activity in Ark Royal revolve around the flight deck and the aircraft launching and recovering, down below the majority of the ship's company get on with their work, keeping the ship's systems running and carrying out the wide variety of tasks needed to keep a community of over about 1200 provided for.

Watchkeepers in the engine-room, radio operators in Comcen, cooks in the galleys, technicians in the hangars and workshops, writers in the offices — all play their own important role in keeping the Task Group at the ready.

So, too, do all those involved in keeping Ark's 1,500 compartments clean and ship-shape.

Photographs

Far left (on facing page) — When the aircraft land on, someone has to put them away — tractor-driver NA(AH) Jonathan Woods stands by ready for the move after the Sea Harriers return from ground attack practice on the ranges at Decimomannu in Sardinia.

Above left — Wearing a saucy smile, WRO Katie Crean does her bit during a month's stint with the Dining Hall Party. All ship's departments contribute personnel for this type of communal duty.

Above right — Where there's cooking, there's always washing up. CK Mark Wildsmith in action in the Main Galley.

Left — The ROs watchkeeping system involves seven hours on, five off, five on and seven off, continuously. Here the starboard watch (foreground left, WRO Maxine Slater and RO Tim Sparling, right, WROs Diane Townsend and Rachel Davidson, and their colleagues) take a late lunch after coming off duty.

"Stacks of sleep makes the time go quickly," said Tim. "It's just working, sleeping and writing letters home," said Maxine.

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MODEL EVENT

WIVES and members of the naval staff in Northern Ireland became models for the night when they took part in a fashion show on board HMS Caroline, home of the Ulster Division RNR.

The show, staged in association with the KGFS, raised over £1,250.

□ □ □

Winner by a whisker in HMS Ark Royal's beard-growing competition was LWEM Dave Norton who put to shame CCT Alex Blincow's effort for which he was awarded the wooden spoon for the worst set. The event was held in aid of the NSPCC, which received £262 in sponsorship money.

□ □ □

Special Duties Officers from HMS Collingwood organised a sponsored balloon release in aid of The Guide Dogs for the Blind Association.

Over 100 balloons, bought by personnel from the establishment for £1 each, were released by Capt. Lucas and the owner of the balloon which travels the furthest distance stands to win a hot air balloon ride.

Two six-man teams from HMS Collingwood walked the old South Downs Way and raised over £1,000 for the Handicapped Children's Pilgrimage Trust.



BLESS THEIR SOLES!

GOD'S guidance came in handy on more than one occasion when a group of sailors from HMS Nelson embarked on a 248-mile run to Manchester.

Led by the Rev. Mike Brotherton, pictured here being sent on his way from Nelson by Cdre. Roger Lowndes, the 14-strong team covered an average of 60 miles a day in two mile relays, raising money for the MacMillan Nurse Appeal and Christie's Hospital, Manchester.

Divine inspiration (and a raging thirst!) led the runners to visit three breweries along the way. £118 was collected at Whitbreads, Hedge End; Whitbreads, Gloucester, donated £100 and Boddingtons, Manchester presented them with a cheque for £200. A further £50 was donated by RNR Salford.

Thanks to this successful "brewery run" over £1,500 will be divided between the MacMillan nurses and Christie's Hospital.

Kids collect

CPO Paul Jones and WEM Ben Bentley, from HMS Collingwood, made a special trip to the BBC studios in Southampton to present Debbie Greenwood with a cheque for the Children in Need Appeal.

Fund-raising events included a weekly car wash and a shoe-shining service, a Tramps' Ball and disco, a sponsored bungee jump and a 24-hour darts marathon.

Their hard work culminated in a two-day swimathon involving teams from all over the establishment and which resulted in £4,923 being raised for the appeal.

Oracle cheque

HIGHLIGHT of HMS Oracle's visit to London (the last occasion an Oberon class submarine will visit the capital) was a visit to the Children's Ward at Kingston General Hospital where many new friends were made.

Her commanding officer Lieut.-Cdr. Ian Corder presented a cheque for £1,000 to the ward. The money was raised through raffles, prize draws and

donations.

The crew of HMS Oracle hope to continue their affiliation with the hospital until her disposal in July.



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Stick it out at sea

PERSONNEL from the Sea Survival Training Centre decided to "stick it out" for Comic Relief in the best way they knew how.

Braving the elements on Horsea Lake they spent 40 hours sitting in a life raft — and were still on speaking terms once they were back on dry land!

Looking none the worse for their marathon sit-in are AB(EW) Sid Street, LWREN Sue Brook, PO George Roper and MEM(M) Graham Yaxley.

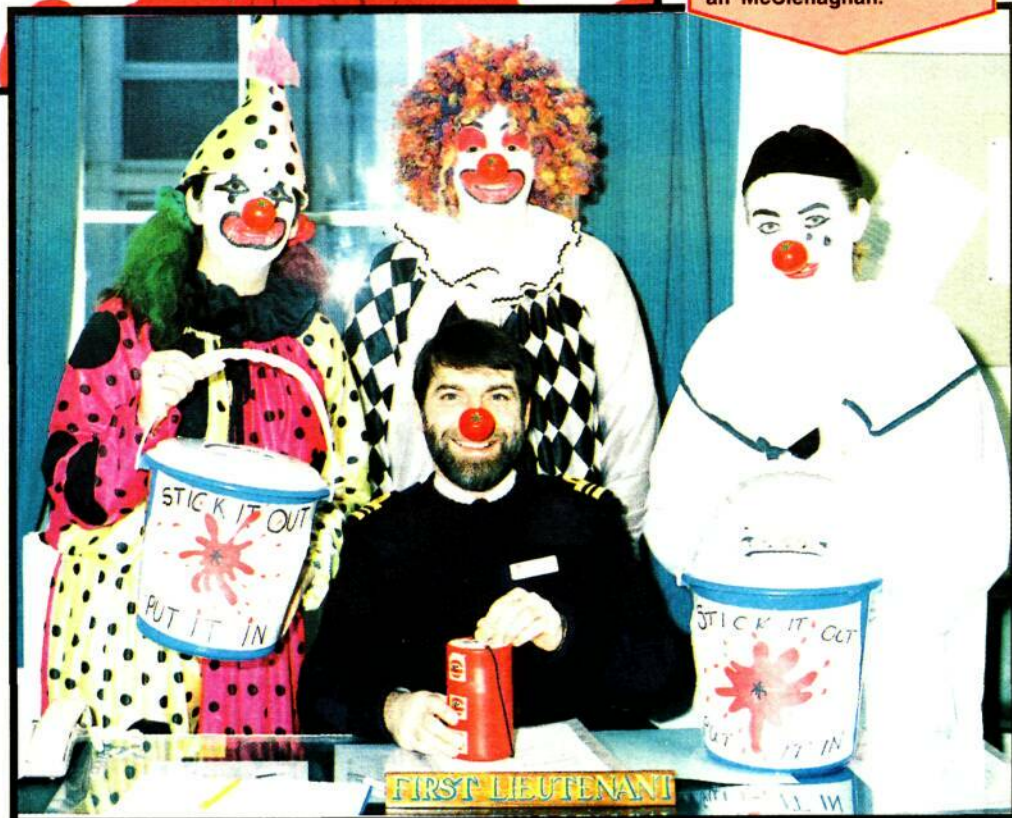
Picture: LA(Phot) Tony Power.

Wrens act the clown

THREE Wrens from HMS Drake made an exhausting ten-hour collection on behalf of Comic Relief '93 during Red Nose Day.

Dressed as clowns WRENWTRS Kathy Budd and Karen Broadbent and WRENSA Dominie Mulliner started their frantic race around the establishment at 7 am and after pouncing on unsuspecting sailors and civilians — all still half-asleep — they moved on to the dockyard.

One of those who was more than willing to "stick it out" and "put it in" for charity was HMS Drake's First Lieut. Lieut.-Cdr. Brian McClenaghan.





Brave lads pull a fast stroke

SPORTING a fashionable "wet-look" effect are members of HMS Brave's ship's company who took part in a sponsored swim in aid of the deaf unit at Eggbuckland School, Crownhill, Plymouth.

LS Alan Lee's daughter Emma attends the unit and so he convinced a team of "water babies" to take a dip in HMS Raleigh's pool to raise

money to help the unit buy a Hearing Aid Dispensing System Porta Box-20, which is designed to test and identify the equipment requirements of in-

dividual children.

During the eight-hour marathon (made easier thanks to the occasional rest in the sauna and jacuzzi) the team — WEM Mark Parry, LS Alan Lee, AB Phil Storey, MEM John Connett, WEM Lea Yates, AB Chris Lewis, WEM Lee Marshment, AB Carl Athern, LS William Hutchinson and AB Mark Capewell — covered a distance of 32 miles and hope to have raised well over £300.



Gloves are off in Drake



AT a boxing presentation, hosted by HMS Drake, a total of £1,800 was raised for charity.

The match, between Plymouth Command champions HMS Illustrious and the Portsmouth Command champions HMS Sultan, was supported by Plymouth Argyle and DML and the charities which benefited included the football club's Football in the Community Scheme and the Mount Wise Children's Fund.

The Overall Team Trophy was shared, with the points standing at 12 all. However, individual trophies were won by AB George Holstrom, of HMS Illustrious, for Most Promising Boxer (pictured above with Peter Shilton, manager of Plymouth Argyle) and the Best Loser was won by MEA George Breeds who fought Holstrom in the final bout, Holstrom winning on a unanimous decision.



Senior rates left holding the baby

THE WO's and CPO's Mess in HMS Collingwood presented Blackbrook Maternity Home, in Fareham, with two special cots bought with donations made by Mess members.

Pictured at the presentation ceremony are, from left, CPO Joe Dempster, Nursing Auxiliary Lynda Harrocks, CPO Tony Corner, whose baby Victoria, pictured, was born at Blackbrook several weeks ago, Sister Nia Hajiantonis, Staff Midwife Veronica Dumont and CPO Steve Leaning.

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It's open house at Fareham

THE opening of the Community House, at 11 Greyshott Avenue, Fareham, heralded the latest collaborative initiative by the residents of Peak Lane and Naval Family Services (NFS).

While the wives' group, run from the local civilian resource centre, was most successful, there was clearly a need for the residents in the area to have their own community resource.

A small committee was formed which began looking for a way ahead and to this end they enlisted the help of the visiting professionals, Betty Bellis, the Health Visitor, Dave Stretton and his team manager Sue Williams, from NFS, but more importantly the residents themselves.

The culmination of everyone's efforts saw the opening of Community House by the Commodore of HMS Nelson, Cdre. Roger Lowndes and his wife Linda.

Already many groups are up



Dave Stretton and Cdre. Roger Lowndes pictured at the opening of Community House.

and running from the house, taking full advantage of its facilities and resources and toys donated by TOMY UK.

On Mondays, between 0900-1130, the Naval Families Ad-

vice Centre, run by NFS, offers help, advice and information on a wide range of subjects.

Peak Lane Mums' Group meets on Tuesday, 0930-1125, and while the ladies get a well-

earned chance to relax and meet others, the children are cared for in the creche. Fees are £1.50 per session, which pays for tea, coffee and the creche. For those with no children there is a reduced rate of 75p per session.

The Health Visitors' Clinic runs on Wednesday, 0930-1200, (for appointments phone Fareham 282911 or 827423) and the Naval Families Advice Centre is open once again between 0900-1130.

On the same day, during the afternoon, a Thrift Shop is open with money going towards the cost of setting up the house.

Newcomers to the area are also invited to the house on Wednesday mornings where they can be updated on local events and facilities available.

A Parent and Toddler Group operates on Thursday, 0930-1125, price 50p per session, while two youth clubs — 7-11 year-olds, Thursday, 1830-2000, 12-15-year-olds, Tuesday, 1900-2100 — are now up and running.

Further details of the groups/activities on offer at the house are available from Dave Stretton on Gosport 524511.



BROTHERS IN ARMS

TWO brothers who joined up in different Services were reunited recently — 8,000 miles from home.

CPO Andrew Jones, a Weapons Engineering Artificer, arrived in The Falklands on board HMS Avenger on Feb. 16. Coincidentally, his brother, Junior Technician Mike Jones, who enlisted in the RAF in 1987, also arrived on the islands for a four month detachment on the very same day.

The lads, who last met in the UK at Christmas, now plan to serve together in HMS Avenger during her trip to South Georgia — and while on board Andrew will be in charge of his younger brother.

Pirates back at the helm

FOLLOWING the success of "Pirates: Fact and Fiction" last year, the National Maritime Museum has re-opened the exhibition.

Continuing the theme of the previous show, "Pirates", which runs throughout the summer until Sept. 5, sheds light on the lives and adventures of the most frightening and courageous pirates and explodes some of the myths about pirates of fantasy and real-life history.

New features include displays of pirate weapons and an enlarged feature devoted to piracy today.

Many of the popular features of the original exhibition return, including the stage set for the first production of Peter Pan, costumes worn by Dustin Hoffman and Bob Hoskins in Steven Spielberg's film Hook and a desert island where actors dressed as pirates tell tales of piracy on the Spanish Main.

Admission costs £3.75 adults, £2.75 children and concessions.

Centre breaks new ground

WIFE of the Captain of HMS Drake, Mrs Lesley Thomas, "took the helm" of an eight ton JCB at the Hillcrest RN Community Centre, Plympton, to perform the "breaking earth" ceremony marking the start of a £140,000 extension and refurbishment of the centre.

The money has been raised from several sources — local residents, the Naval Community organisation in Plymouth, donations from ships, establishments and local traders as well as a generous combined grant of £70,000 from the Sailors' and Fleet Amenities Funds.

"This has been a very exciting day for all of us at Chaddlewood," said Estate Community Officer Colin Litson. "Just over four years ago we funded and constructed a purpose-built pre-school playgroup annexe to free the community centre for daytime activities."

"All the spare capacity left by eight playgroup sessions has now been used up. This project will nearly double our floor area and allow us to cater for many more day and evening activities."

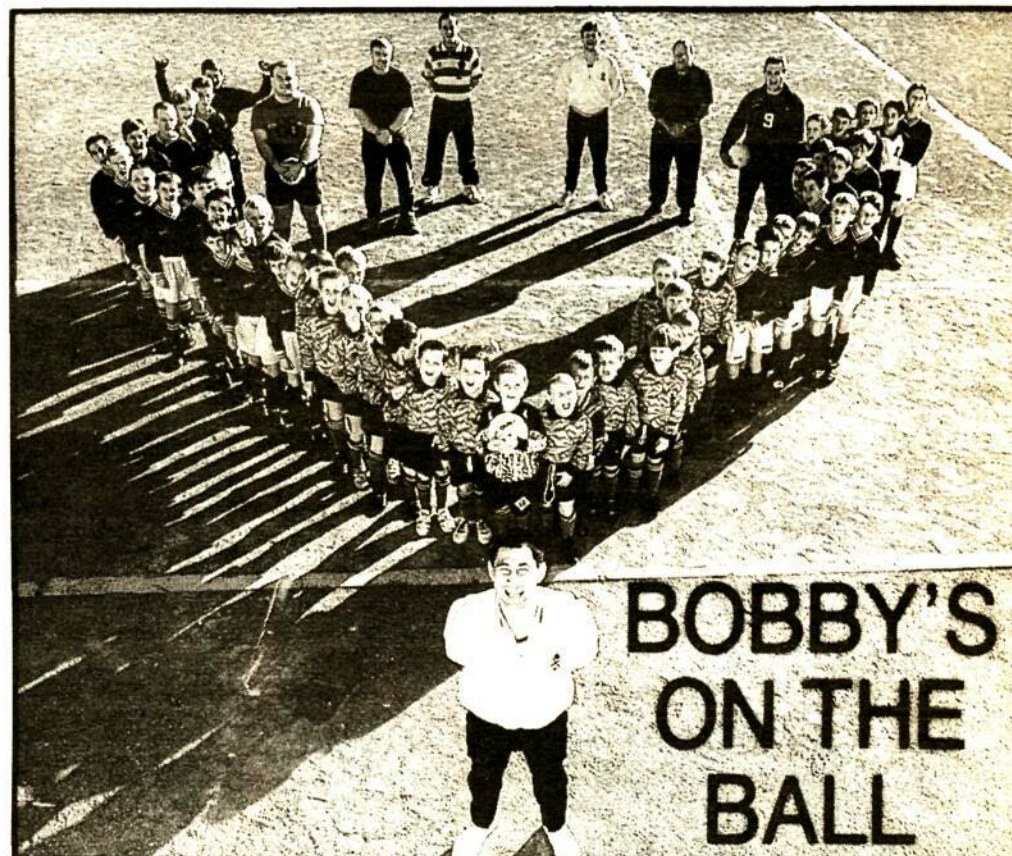
The project is being undertaken by local builders Penbekon Contractors (Devon) Ltd. and the first phase is expected to take 18 weeks. The second and final phase should see the extension and refurbishment completed in time for Christmas.

BUPA cover

MEMBERS of the Armed Forces and their families are eligible for a discount negotiated with the health care organisation BUPA.

Specially negotiated discounts between 35 and 40 per cent apply to BUPACare cover which provides options for individual and family cover.

Further details are available from BUPA, FREEPOST (NG5152), Nottingham NG1 1BR.



BOBBY'S ON THE BALL

PICTURED above with some of the many young footballers from Gibraltar who benefited from his skills and encouragement is CPOPT Bobby Fung.

Bobby has always loved football and his two-year draft to Gibraltar was "a dream come true."

During his draft on the Rock, Bobby and his wife Mary became popular figures, encouraging children to join the Service School Holidays Activity Programme.

"Everyone here is a football fanatic and I wanted to encourage something that involved parents as well as the boys," said Bobby before leaving the Rock for a draft at the RN School of Physical Training in HMS Temeraire.

"It's the taking part that's important, not the winning," added Bobby, "and without the dedication and full-time commitment shown by my team of instructors, none of it would have been possible."

Families say a final farewell

HMS Andromeda, one of the two remaining "Sea Wolf" Leanders, held a final sea day before beginning an extended readiness period next month.

In company with HMS Scylla (the last Batch 3 Sea Wolf Leander) for a joint Families Day, HMS Andromeda welcomed over 200 guests on board.

The day included machine gun shoots, a Lynx helicopter demonstration, ship-handling and manoeuvres and a towed target bombing display by Harrier aircraft.

Wives make a splash



THE Naval Wives Club at HMS Collingwood has been making a few waves in the establishment's swimming pool!

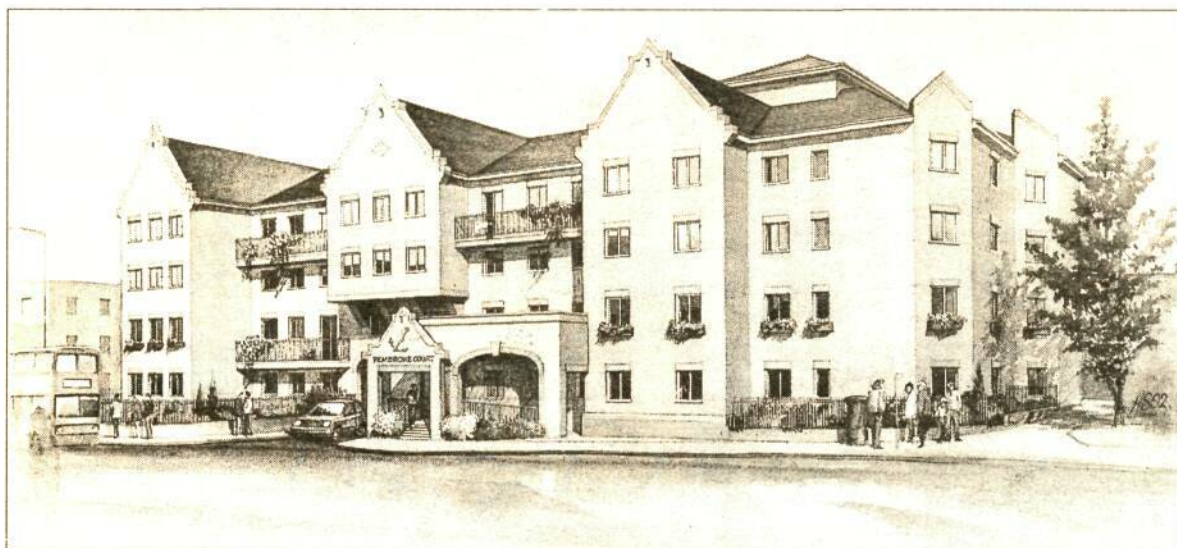
For the past 12 months 30 ladies have been taking part in Aquarobics under the watchful eye of qualified instructor Rosemarie.

The wives — all ages and sizes — have enjoyed their regular workouts and the benefits have been amazing — as well as working out the cardiovascular system, the muscles are also toned and the exercise routine is regarded as completely safe as the water supports the body at all times. With this in mind some ante- and post-natal Mums have also been taking part.

Apart from getting the ladies fighting fit the session is also a good way for naval wives to meet up with each other and those Mums with young children can make use of the creche facilities.

Budding water babies interested in joining the class should phone HMS Collingwood for further details.

"PEMBROKE COURT - A MUST IF YOU'RE RETIRED AND ENJOY HISTORY AND TRADITION"



Over the years McCarthy & Stone retirement developments have become the watchword for the UK's active retired and the company's new development in historic Chatham is no exception.

Named after the famous HMS Pembroke, Pembroke Court features one and two bedroom flats, each with its own fitted kitchen and bathroom, separate living room/dining area and entrance hall. The development has two resident house managers, backed up by the Careline 24 hour monitoring service, the country's most advanced electronic care system. This not only ensures residents' well-being but also controls door entry and fire alarm systems. The development also features a residents' lounge, private parking facilities, with

electronic gates to ensure further security and a guest suite for visiting friends and relations.

Colourful Past

The sales consultant at Pembroke Court is Jackie Collett, who says that the strong traditions of the area are already proving a popular draw for the development's growing family of residents. "The area is a must for anyone who enjoys history and tradition. The town's colourful past - Nelson joined his first ship at Chatham Docks as a boy of 12 - combines perfectly with the area's modern facilities such as the Pentagon, one of Kent's largest and best equipped shopping centres. And travelling around the area couldn't be easier. There's a bus stop directly outside

Pembroke Court and Chatham's mainline station has direct links to Victoria and Charing Cross.

Part Exchange Guaranteed

One of the prime advantages for a retired person making the move into a development such as Pembroke Court, from a large and perhaps difficult to maintain house is the release of much needed capital. In fact "I never knew I had so much cash" is the comment McCarthy & Stone regularly receive from their residents.

To ease the problems potential purchasers may face in selling their own properties, in today's difficult market place, McCarthy & Stone operate a well thought out Guaranteed Part Exchange scheme.* This works very simply, with the company

offering a realistic price for the existing property and then taking over full responsibility for its sale. Then, once the resident has moved in and if the property has not been sold within six months, McCarthy & Stone will buy it themselves at the agreed part exchange price.

*subject to survey and valuation

Companionship is the key

One resident already enjoying life at Pembroke Court is former Tiller Girl, Billie Struczak. Billie, aged 72, retired from the famous dancing troupe in 1947 and has fond memories of appearing with stars such as Ted Ray, Tommy Trinder and Sandy Powell.

She joined the Tiller Girls in 1934 at the age of 14 and danced with them throughout the war. "I also auditioned for the Bluebells," she says "but wasn't tall enough!". She finally left the Tiller Girls in 1947 after the birth of her daughter.

Billie moved into the development because of the safety and security that the flats offer. She continues, "I also moved into Pembroke Court for companionship; it's always nice to have people around that

you can talk to. Where I used to live, my neighbours were out at work all day, but now if I feel lonely, I can just pop into the residents' lounge for a bit of company."

At the age of 72, Billie is still hooked on dancing and is taking lessons in both ballroom and Latin at the nearby Waldegrave School of Dancing. The kicks may not be as high, but her enthusiasm and sense of fun is the same as ever, and she finds Pembroke Court the ideal place for her love of life.

The final word goes to Jackie Collett. "With Pembroke Court being named after such an illustrious vessel as HMS Pembroke, we would love to meet up with any retired sailors who actually served on her or who have fond memories of Chatham. Our development could prove the perfect retirement home. In the words of Robert Louis Stevenson, 'Home is the sailor, home from the sea'. That seems to me to be particularly apt."

The full address of the development is Pembroke Court, 397 High Street, Chatham. Jackie Collett can be contacted on 0634 818501 and prices range from just £33,950 to £55,950.

Please send me more information about
Pembroke Court

Name _____

Address _____

Telephone _____

Send to:

McCarthy & Stone
(Developments Ltd)
Emerald House
30/38 High Street
Byfleet
Surrey KT14 7QG
Telephone: 0932 336099

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Kingston	£72,950	£91,950
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Woking	£63,950	£75,950
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Baldock	£45,950	£51,950
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Bracknell	£59,950	£65,950
Binfield	£72,950	£72,950
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Canterbury†	£63,950	£84,950
Chatham	£33,950	£56,750
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East Grinstead	£62,950	£72,950
East Sussex		
Rye	£52,950	£82,950
Middlesex		
Harrow	£73,950	£95,950
Buckinghamshire		
Newport Pagnell	£48,950	£68,950
Essex		
Woodford Green	£74,950	£93,950

* Subject to survey and valuation.

† Sites under construction.

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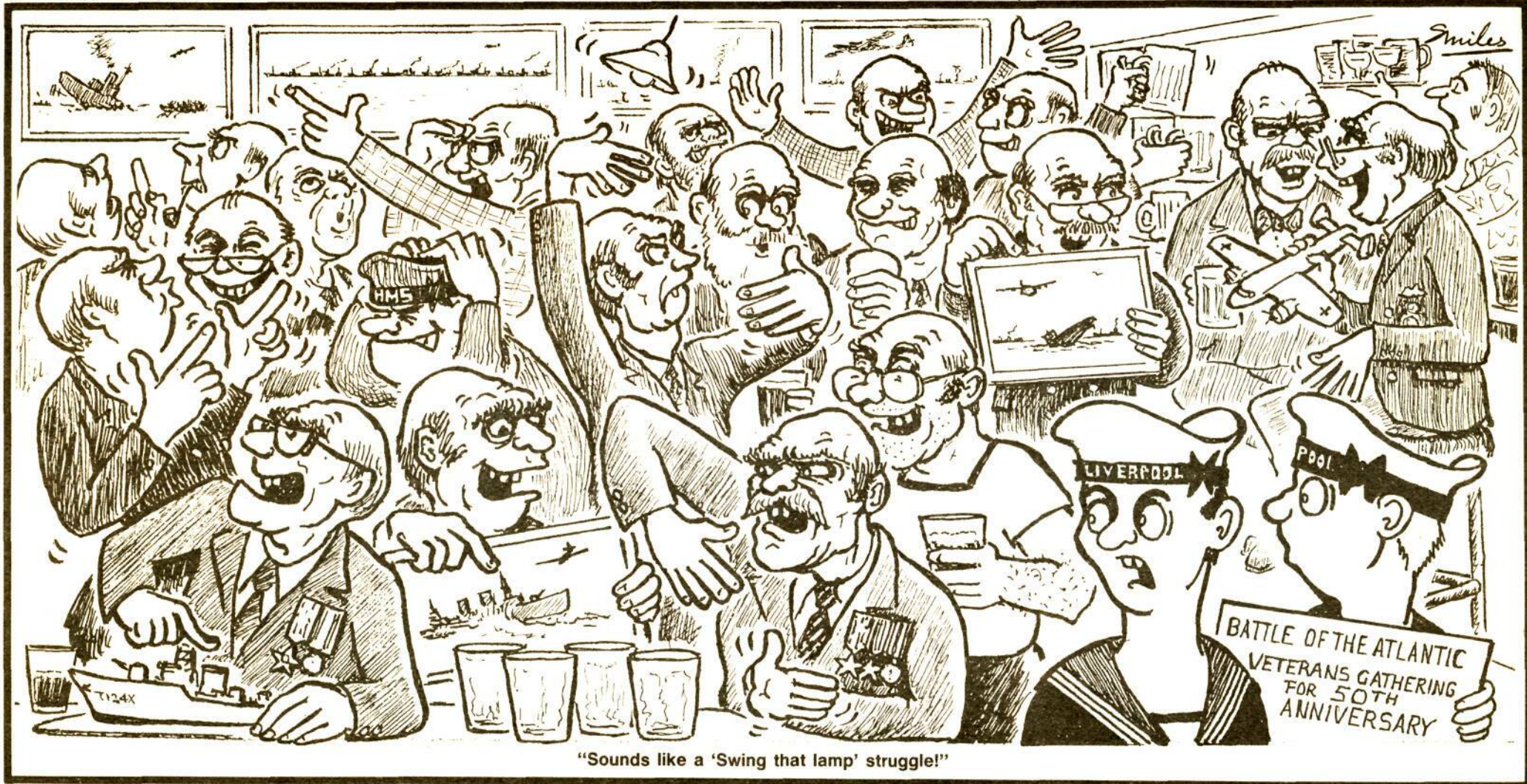
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NEWSVIEW

Long story hard to sell

MILITARY anniversaries are currently crowding the calendar, the attendant media parties variously spoilt by the vagaries of the weather and of historians bent on proving that the "key events" of World War II were all much less significant than the PR of the past 50 years has led us to believe.

Legends are more easily created than destroyed, though — especially when invested with the glamour of youth, so much of which was sacrificed in exploits such as the Dam Busters attack in May 1943, which had enormous value as a morale booster even if its strategic import fell short of expectations.

There wasn't much glamour in the Battle of the Atlantic, the turning point of which is also marked this month. The struggle to keep the sea lanes open lasted the whole of the war but produced little in the way of single set-pieces of drama to inspire the myth makers — early on, the sacrifice of Rawalpindi and Jervis Bay were acts of defiance rather than success against a seemingly invincible foe and even the destruction of the Bismarck, the campaign's most famous incident, followed the loss of HMS Hood which was a blow not even the removal of the pride of the German Fleet could soften.

It was, more than anything else, a battle of attrition and patient endurance, so despite all the statistics of tonnage lost and saved, U-Boats sunk and signals broken, the Battle of the Atlantic — however supremely vital it is still seen to have been — is not easy to sell.

Nor, for that matter, is the Navy's current vigil in the Adriatic, or the Armilla Patrols in the Gulf, which have now lasted twice as long as those that plied the Atlantic 50 years ago.

Discomfort

There can be no comparison, of course — but it is worth remembering that only one in ten wartime convoys actually came under attack. For the most part, the escorts had value in just being there, prepared to cope with any threat that might present itself.

This was the message of *The Cruel Sea*, still the most popular fictionalised image of the long battle of 1939-45. The film seems more dated today than the book — but both effectively stripped away the glamour of war at sea as the little Flower Class corvettes Nicholas Monsarrat described wound up their service with little to show in the way of "kills". The sea itself was seen as the ultimate enemy.

Some of the survivors gathering at Liverpool this month will tell tales of multiple sinkings. Many more will remember the days and weeks and months and years of discomfort underpinned by the constant, nagging fear of how they might behave if their practised skills were ever put to the test — and how easily and hardly they might die in performing their duty.

Against the routine activity that accounts for 99 per cent of every sailor's time on active service, the thought of some awful reckoning ahead weighs in the balance today as much as it ever did.

HOW THE SELECTIONS ARE MADE

Redundancy — the facts behind Phase 3

LAST month the Government announced a third phase of redundancy for the Royal Navy, brought about by further cuts in the Defence Budget and the latest analysis of the Defence Programme.

Since the original Options for Change announcements in 1990, changes of force structures, the introduction of leaner-manned ships and the streamlining of shore organisations has led to a current planned requirement of around 50,500 personnel by the late 1990s.

For nearly two years the redundancy programme has been a highly emotive issue in the Fleet — yet while most people appreciate its necessity in the light of the planned cuts, there is still a lot of misunderstanding as to how it will work out.

A total of 1,672 redundancies were made in Phases 1 and 2, of which only a small proportion — 12 per cent — were compulsory. Yet despite these and despite drastic reductions in recruiting (targets for ratings down from 5,506 in 1990 to 811 in 1993/94) and sharply reduced 2OE and ES quotas (reduced by 70 per cent and 90 per cent respectively) the continuing low premature voluntary release rate means that manpower numbers are still declining more slowly than the reduction in the requirement.

Overborne

This has forced the introduction of a third phase, which will run on much the same terms and timescale as Phase 2 — though most of the Navy's manpower will be unaffected and the Navy will still need high quality men and women throughout the 1990s.

The process starts by calculating the manpower requirement for each individual branch and rank/rating level over the next ten years. This is done by the NMMIS computer system at HMS Centurion, which sums the billets from each individual Scheme of Complement — of which there are over 900 —

adds a margin to allow for training, sickness, leave etc, and then subtracts any known future billet deletions.

Further computer modelling is then done to predict future strengths of each branch based on known TX and forecast PVR data. These predicted Strengths are compared against the requirement and provisional redundancy quotas are then calculated for those categories which are forecast to become overborne.

Redundancy DCIs are then published calling for applicants — and it is worth noting here that of the 436 officers and 836 ratings selected for redundancy in Phase 2 only 16 per cent and 9 per cent respectively were non volunteers.

Once all applications have been received the Redundancy Co-ordination Authorities (NAVSEC for officers, HMS Centurion for ratings) collate the Service Documents and Reports and begin checking details of qualifications held, courses completed etc.

If at this stage it becomes apparent that there are not enough suitable applicants in a particular category, from which redundancies will therefore be necessary, then the docs of others serving in that category will be examined.

Meanwhile the computer modelling of Strength and Requirement is continually refined and updated

on the basis of MOD's Long Term Costings and management plans. The redundancy quotas are not finalised until shortly before the Redundancy Selection Boards actually sit.

The Officers' Boards are chaired by a Flag Officer and the Ratings' by a Captain — and the business of selecting candidates, sifting through thousands of service documents, will take up to a month.

Balance

Wherever possible, applicants for redundancy will be selected first — though some will be turned down in order to maintain the right balance of age, skills and experience. Similarly, it is not possible to compensate for a shortage of applicants in one category by taking an excess of applicants in another, as this would result in gapped billets and long-term manpower imbalances.

In all cases, selection is primarily based on long term employability, although personal circumstances and other factors are taken into account.

Redundancy DCIs must be published well in advance of the date that the Boards sit to allow time for the massive administrative task of collating and checking all the documents they need. Meanwhile the future manpower requirement

is continually being refined and this may sometimes result in significant changes to the redundancy quotas — and even a few changes to the list of categories from which redundancies are required.

So it would be highly misleading to publish quotas at the same time as the DCIs. However, the extra uncertainty arising from this open-ended approach is appreciated and while it will not be possible for Phase 3 Redundancy DCIs to include detailed numbers, it is intended to give broad indications wherever possible.

More details about the numbers involved in each category will be released as and when the information becomes available. What is known is that the total will not be more than 2,300, about half of which will be junior rates, including about 100 from the RM Band Service.

The timetable for Phase 3 is as follows:

- Early July 1993 — publication of DCIs calling for volunteers.
- Mid Sept 1993 — Closing date for applicants.
- 30 Nov 93 — Redundancies announced.
- 1 April 1994 — Earliest release date.
- 30 Nov 1994 — Latest release date.

Off yer bikes!

原屬大陸船·印有港編號
海軍艦截兩艘貨船
起百四一手電單車

INTERCEPTING and arresting smugglers is nothing new for the craft of the Hong Kong Patrol Squadron, but when HMS Peacock detained two fishing boats off Lamma Island, heading towards mainland China, contraband of a rather unusual nature was discovered.

On board were a total of 147 motor cycles, all evidently second-hand but without any registration plates.

The 23 crew members put up no resistance to Peacock's boarding party and following the arrests their two boats were towed back to HMS Tamar naval base, to be handed over later to the Hong Kong Marine Police.

Motor cycles, whatever their condition, are evidently in great demand in China, and the sale of these machines would have netted a tidy illegal profit for the smugglers had they succeeded in reaching the mainland.

Picture: Lieut.-Cdr. David Carey, Commanding Officer of HMS Peacock, surveys his catch, unloaded onto the jetty at HMS Tamar.



Picture: POA(Phot) Matt Wellings

Brumming up a storm!

HMS Birmingham in the Gulf of Mexico, in company with the German frigate FGS Lubeck



EXERCISE Unified Spirit was planned to give participating ships experience in convoy procedures, with an international naval force of 14 warships, escorting seven merchant ships off the south-eastern coast of the United States.

HMS Birmingham was one of the escorts, defending the convoy against air, surface and submarine attacks, but it was another enemy — the weather — which proved the most difficult to counter, as what was described as "the most destructive storm to hit the east coast of the USA this century" also hit the fleet, causing the Exercise to be curtailed and Birmingham to put into Norfolk, Virginia, for an extended maintenance period to repair damage to her flight and quarter decks.

Since the beginning of the year Birmingham has been part of the Standing Naval Force Atlantic, teamed up with ships of the United States, Canada, Portugal, Norway, Germany and the Netherlands.

The Force formed up in Roosevelt Roads, Puerto Rico and after a busy working up period, visits were made to Tortolla in the West Indies, Mobile, Alabama and Fort Lauderdale in Florida.

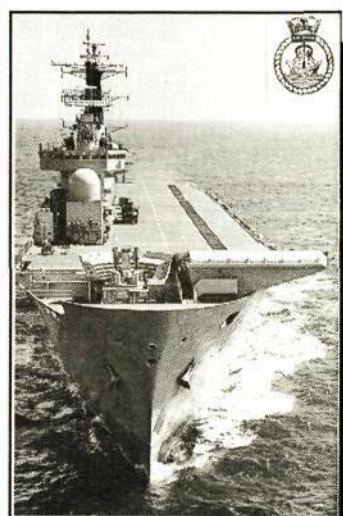
Birmingham's maintenance period in Norfolk meant the cancellation of a planned visit to Halifax, Nova Scotia, but the ship's rugby sevens team didn't let a small thing like that interrupt their tournament plans. They travelled some 1600 miles north from Virginia to Canada to participate in the games!

Navy News

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Richmond upon Tyne

HMS RICHMOND, the Royal Navy's newest Type 23 frigate, has been launched at Swan Hunter Shipbuilding and Engineering, Newcastle-upon-Tyne, by Lady Hill-Norton, wife of Vice Admiral the Hon. Sir Nicholas Hill-Norton.

Designed for the anti-submarine role, she is one of a total of 13 Type-23s ordered. Seven of her sister ships are currently under construction, three at Swan Hunters and four at Yarrow Shipbuilders.

Photo, right — HMS Richmond enters the water for the first time.

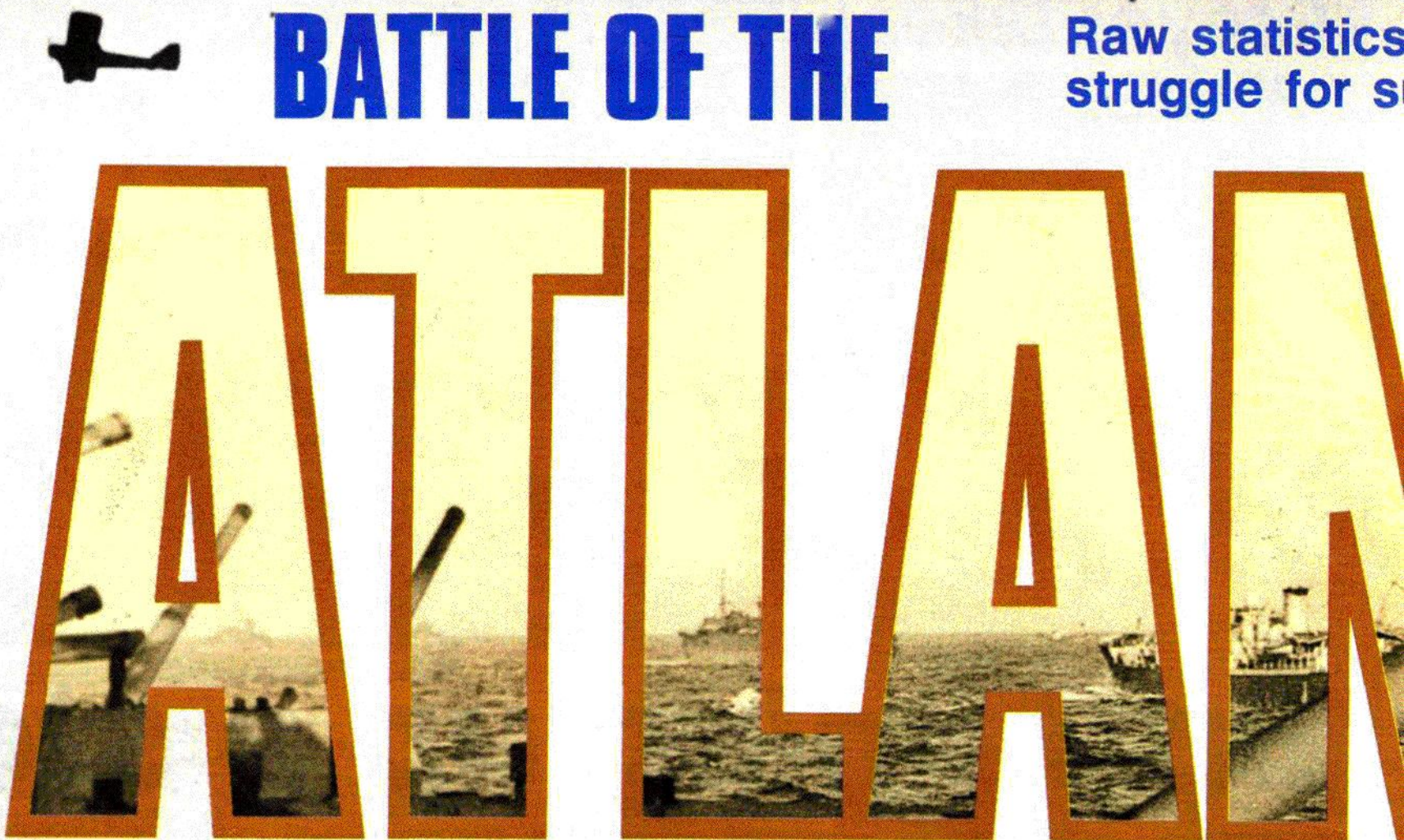




● Background picture — air escort for a First World War Atlantic convoy during the final stages of its journey in 1918.

● Inset — a convoy seen from HMS Prince of Wales 23 years later as the battleship carried Winston Churchill back from his historic meeting with Roosevelt, at which the two leaders discussed their plans for the future under what came to be known as the "Atlantic Charter."

In both wars the Atlantic was the battleground that held the key to ultimate victory — or defeat.



Raw statistics
struggle for s

AFTER the fall of France in the summer of 1940 Karl Dönitz, the Kriegsmarine's C-in-C U-Boats, quickly moved his operational units to the French Atlantic ports. The dockyard of Lorient proved to be more efficient than Germany's own in carrying out repairs so that the proportion of boats ready for duty actually improved — and being so much closer to the area of operations extended their patrol time by as much as a week.

But the earlier priority given to surface ships and the need to allot more boats to training meant that he could only keep eight or nine at sea at any one time during this period, otherwise he might have launched a potentially war-winning offensive from the outset.

Even so, his early onslaught in what Churchill was not to declare as the "Battle of the Atlantic" until March 1941 was successful because he found easy pickings — large numbers of vessels sailing alone or with only a token escort. This was the heyday of the U-Boat aces.

The lesson of World War I, when the introduction of the convoy system averted disaster at the eleventh hour, had not been properly learned. By September 1940 when Dönitz introduced his co-ordinated "wolf pack" attacks on convoys, he was still able to rely on the old tactic of surface attacks by night, which outwitted the British underwater detection equipment.

In that month alone his U-Boats sank 59 ships while the Luftwaffe accounted for a further 15. In October a record 63 ships went down — including the luxury liner Empress of Britain.

Bad weather restricted U-Boat operations over the next two months — but in this time the surface raiders Atlantis, Orion, Widder, Thor, Pinguin and Komet sank 54 ships between them.

Self-sacrifice

And when on November 5, convoy HX84 was attacked by the pocket battleship Admiral Scheer only the self-sacrifice of the armed merchant cruiser Jervis Bay won time for 32 of the 37 ships to escape. Capt. Edward Stephen Fogarty Fegen was posthumously awarded the VC and became one of the Battle of the Atlantic's immortals.

Epics of courage such as Fegen's abound in this story — many of them, of course, can never be told. But the key to the struggle was technology. The scientists and technicians who designed and improved advanced equipment such as radars, sonars, shipboard direction finding sets and "hi-tech" weapons like the Hedgehog, a forward throwing spigot mortar firing a pattern of 24 56lb. bombs that destroyed about 50 U-Boats — the introduction of which was sadly delayed by bureaucratic wrangling — are among the great unsung heroes, too.

The truth behind these innovations does not always match the legend,

though. The underwater detection device known as Asdic only had a range of 1,500 yards and neither bearing nor ranges could be read accurately. The depth of a submerged U-Boat could not be ascertained — and Asdic was, as we have noted, practically useless in detecting a surface attack, when the escorts could only rely on sharp look-outs to spot the enemy submarines' low silhouettes.

The Type VIIC U-Boat that was the work horse of Dönitz's command was a resilient and reliable weapons system. Its range was huge — 10,000 miles on the surface at 10 knots, which would be greatly extended with the arrival of "milch cow" tanker submarines — and the later versions were able to dive to nearly twice their standard designed depth of just under 400ft.

Merchant gunners

Despite its disadvantages — slow sinking rate and the necessary loss of asdic contact during the final stages of the attack — the depth charge was the preferred weapon of most escort ship COs, probably because of the morale effect of the explosions, though technically it was little better than that used in World War I and had a lethal radius of only 20ft. or so. Most U-Boat sinkings were achieved by naval depth-charges — though the Mk XI 270lb. aircraft depth-charge introduced in 1943 remained in service half a century later.

Depth-charges were provided for 635 merchant vessels in 1940 but were found to be ineffective for protection of independent ships and their use while in convoy was prohibited. They were all removed in October 1943.

The Admiralty had begun to prepare merchant ships for defensive armament as early as 1936 and started giving weapons training to Merchant masters, officers and ratings. By the end of 1938 over 350 ships had been stiffened to mount guns and preparations were being made to install paravanes for self-defence against contact mines in over 2,000 vessels.

The Defensive Equipment of Merchant Ships (DEMS) organisation was fully activated in August 1939 and by 1945 around 9,500 British, Dominion and Allied merchant ships had been armed, a typical freighter carrying a 4.7 inch gun aft, a 12pdr forward and between four and six 20mm Oerlikons.

At the beginning of the war it was anticipated that personnel would peak at 4,000 DEMS ratings (pensioners, reservists and Hostilities Only men) and 7,500 trained Merchant Seamen gunners. In the event, over six times as many were serving in 1944, when there were also 19,000 trained merchant gunners and 14,000 soldiers of the Maritime Royal Artillery Regiment at sea. Some 2,713 naval personnel were lost while serving as DEMS crews.

They were considerably effective. Between August 1942 and April 1943, 120 engagements with U-boats were recorded and 79 ships escaped to report in person.

Perhaps the most significant of all the battles between rival technologies

that underscored the Battle of the Atlantic after the war. This was the one between the experts at Bletchley Park and those of the Enigma Division.

Breaking the Enigma codes was the great triumph of the war. The standard German Services cypher machine employed three letter wheels with a plug board for possible permutations and daily "keys" to the rotors (on which the order of lettering was regarded by the German signals experts).

It wasn't, though — Polish mathematicians had broken the German Army Enigma before the war and before the Battle of Britain.

The Kriegsmarine's keys resisted decryption, however, when a succession of captured U-Boats (the tanker) provided keys, daily settings and the Government Code and Cypher School at Bletchley Park deciphered the U-Boat cypher traffic with little delay.

But on 1 February 1942 a fourth rotor was added to the machine. Not until a four-rotor machine was developed could the cryptanalysts begin the process of breaking the cypher.

Even so, the operational effect of this breakthrough might have been, because the U-Boats were often can seaboard or working individually against convoys during the first part of the year — and even a concerted offensive against the convoys was then known of the pattern of U-Boat operations. The part of the trackers in London, Washington and New York.

Guess work

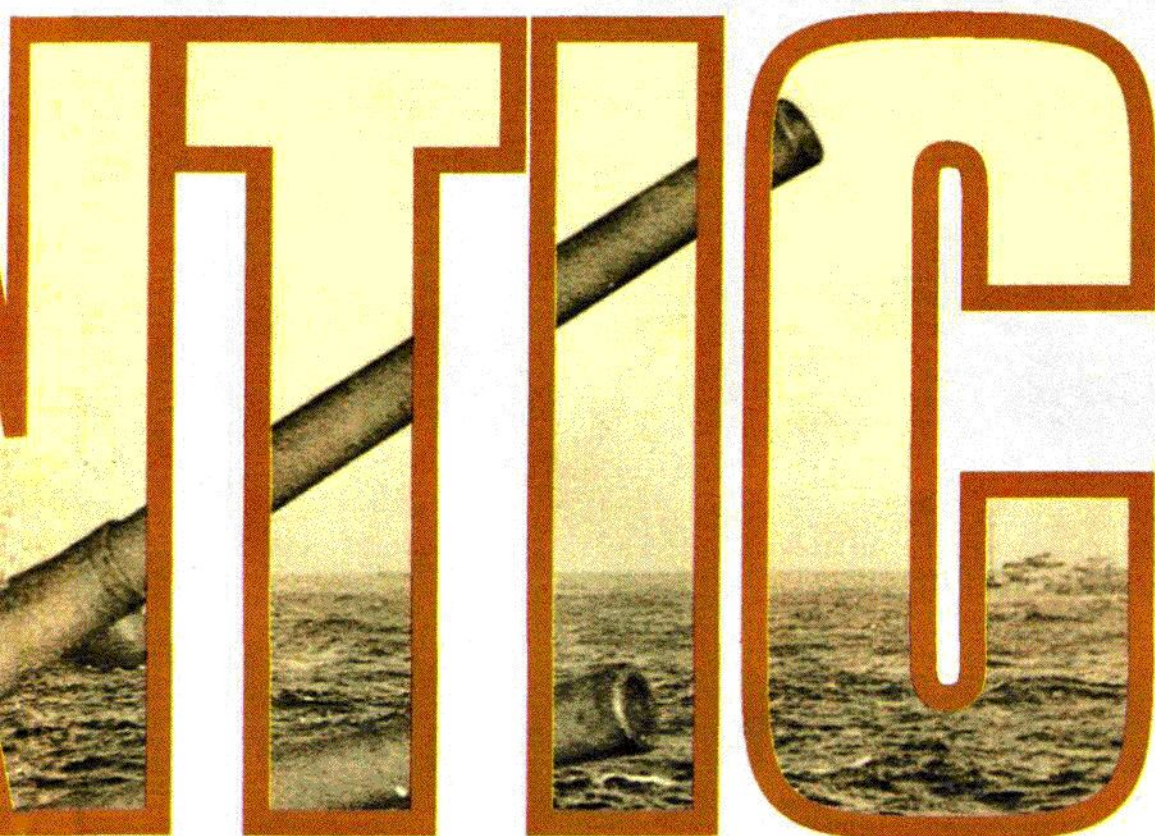
By the end of March 1943 U-Boat signals were as they were until the end of the war.

It was by no means a one-sided victory. In August 1940 Dönitz was able to read up to 100 U-Boat messages and even when the cyphers were changed from Merchant Navy traffic. B-Dienst messages were Cypher No. 3 — the "convoy cypher" — and in December 1942 it was broken again less than a month later.

But as Dönitz acted upon information received from the inviolability of Enigma encouraged directions to his crews — and these were in the hands of the Allies with a detailed and constantly updated list of U-Boat positions — even down to rendezvous with "milch cows".



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ic remained a secret for 30 years
the code breakers and electronics
Dienst, the German Navy's Intelli-

reatest triumph of all. Enigma was
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quence, survived the war.

Many elements were combined to achieve the Allies' ascendancy in this campaign — and of the Royal and Dominion Navies and their allies, the "free navies" of the occupied countries and the United States Navy and Coast Guard, the contribution of the Royal Canadian Navy deserves special mention.

This was significant out of all proportion to the available manpower within the country. From a pre-1939 cadre of six destroyers maintained for "fleet" operations, a huge Atlantic ASW force was built up, to operate by the spring of 1943, nearly 100 escort destroyers and corvettes.

The lack of seamanship and professional expertise caused by the necessarily vast dilution of the original small cadre attracted adverse criticism during the campaign and after — at the expense of recognition of a contribution to a victory which could not have been won without the RCN.

Raw material

All the pieces fell into place in the early spring of 1943 forcing Dönitz to admit to a defeat he would only accept as temporary but would in fact be permanent. By 24 May 1943 the ratio of U-Boat losses to enemy shipping sunk was down to one per 10,000 gross tons where a short time before it had been one to 100,000 tons. U-Boat losses in this turning-point month of May had "reached unbearable heights."

Thereafter the Allies would always have a counter to the new weapons with which Dönitz — beyond question one of the greatest fleet commanders in history — would try to recapture his early success.

U-Boats continued to sink merchant ships, but fewer ships were lost in convoy between September 1943 and May 1944 than had been lost in five days in March 1943.

Only when the sea was secure could the Allies begin to reconquer the land — without victory in the Atlantic, the return to Europe would have been impossible. And though the Battle of the Atlantic may have been said to have continued to the very last day of the war, it had already been won two years earlier — fifty years ago this month.

By the end of it over 100,000 merchant ships had arrived safely at their destinations with food and clothing for the civilian population, raw material for industry, weapons and fuel — the Battles of Britain and El Alamein, the two crucial efforts in the air and on land so far as Britain was concerned, could not have been fought otherwise.

The cost was high, though — 2,000 ships lost to surface raiders, aircraft and, above all, U-Boats, and 22,000 British merchant sailors and 10,000 Allied naval personnel. To this day many survivors bear the scars left by the stress of continuous operations over a period of years. The commemorations at Liverpool this month are all dedicated to their name and to those who have no grave but the Atlantic.

For the full programme of events see pages 30 and 31.



The Antagonists

FRANCIS Drake played bowls to keep himself fresh for the fray. Max Horton played golf — whenever and wherever he could during his three years as Commander-in-Chief Western Approaches.

Once he took along a photographer from Life magazine — who recorded the first and only time in his career that he holed in one.

He needed a safety valve — all too often his battle with the U-Boats kept him at work late into the night.

His role was a classic example of poacher turned gamekeeper, for like Dönitz he was a submariner first and foremost. He had a distinguished career in World War I and with only one break after being given command of HM Submarine A1 in 1905 (when he was just 22) he commanded his own ship until reaching flag rank.

Before moving to the Western Approaches HQ at Derby House, Liverpool he had spent the first half of the war as Vice-Admiral — later Admiral — (Submarines). Ruthless and intolerant in dealing with inefficiency, he won a reputation for rudeness — but his forbidding manner concealed an essentially



kindly nature.

His biographer, Rear-Admiral W. S. Chalmers, quotes his Deputy Chief of Staff: "He was always most thoughtful for people in trouble and underneath the formidable exterior was a very warm heart. He would often make some remark about a person which revealed that he had been thinking about their misfortunes when you imagined his mind was occupied with the problems of war."

He was fortunate in his lieutenants, the escort and support group commanders who fought the battle at sea — men like Tait (who went down in HMS Harvester in March

1944), McIntyre, Gretton (who died earlier this year) and Walker, the best-known of all, to whom Horton was devoted and whose death came from a stroke brought on by the strains of command.

Horton himself was worn out by the time he hauled down his flag on 15 August, 1945. His health ruined as a result of his exertions, he underwent five serious operations in the next six years.

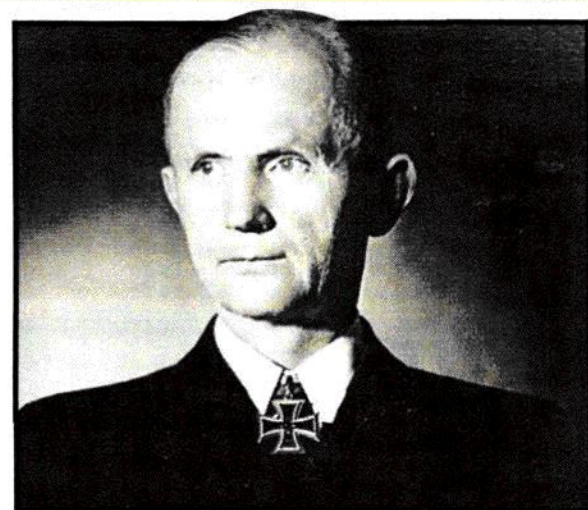
When he died on 30 July, 1951 King George VI awarded him the exceptional honour of a state funeral at Liverpool — the city that was the nerve centre of the Battle of the Atlantic.

GRAND Admiral Karl Dönitz — undoubtedly the single most significant personality in the Battle of the Atlantic — offered Hitler the key to victory when he asked for 300 U-Boats. At the outbreak of war he had 56, of which 35 were operational and only 21 suitable for service in the Atlantic.

Thus he inherited instead a legacy of ruin when he briefly succeeded his political master as Führer on May 1, 1945. Convicted of war crimes at Nuremberg, he was sentenced to ten years imprisonment, though his actions were defended by several Allied commanders.

There was later a concerted attempt to rehabilitate him — he himself in any case for long remained convinced of his legitimacy as Head of State — most notably through his role as the saviour of millions of refugees from the east in the last stages of the war.

But his biographer Peter Padfield has shown that Dönitz was reluctant to be dissuaded from his belief in ultimate victory and put off using naval resources for rescue as long as he could.



Padfield has also provided convincing evidence of Dönitz's sympathy with Nazi ideology and his knowledge of the plans for the extermination of European Jewry.

To Admiral Cunningham he was "the most formidably intelligent, resourceful and relentless opponent that the Royal Navy had had to fight since de Ruyter and Van Tromp."

But his misguided dedication to what was after the middle of 1943 a lost,

and, he must by then have known, a morally insupportable cause points to the verdict of those who suffered the consequences of his zeal — that he was "the Devil's Admiral", committing half-trained young men to certain death in steel coffins whose expenditure was no longer likely to produce a worthwhile return.

Dönitz himself lived long, dying at 89 some 25 years after his release from Spandau.

Atlantic Factsheet

- Less than one in ten of convoys were attacked. 565 escorted ships and 234 stragglers out of 97,776 ships in these were sunk. 1,100 ships proceeding independently were sunk north of the Equator.
- 1,371 HM ships and submarines and 27 Naval Air Squadrons took part and received the Area Battle Honour "Atlantic". Only ten RN and three RCN ships participated during every year of the war and were thus entitled to "Atlantic 1939-45". These were HMS Aberdeen, Bideford, Enchantress, Fowey, Londonderry, Northern Wave, Vanquisher, Vimy, Volunteer and Wellington; and HMCS Assiniboine, St Laurent and Restigouche.
- One merchant ship in every four lost between 1939 and 1945 was a victim of accident, grounding being the most common cause.
- The Royal and Commonwealth Navies lost 76 ships in the North Atlantic, ranging in size from Fleet Minesweepers to the battlecruiser HMS Hood.
- At least 750 U-Boats — nearly three-quarters of the total commissioned — saw service in the Atlantic and in UK waters outside the North Sea, where 510 were lost to ships, aircraft, Allied submarine attack and accident.
- A small number of Royal Australian Navy ships were involved, the destroyer HMAS Nestor scoring the RAN's sole Atlantic U-Boat kill off the Spanish coast on 15 December, 1941.
- Convoy commodores were almost all retired Captains and Flag Officers of the Royal Navies. The Retired Lists of the Royal Netherlands and Royal Norwegian Navies each provided two and a small number of experienced British merchant Masters served as commodores early in the war.
- "Flower" Class corvettes — perhaps the best known of all convoy escorts — were never intended for sustained long-range duty, but were the only ships available in sufficiently large numbers. 149 were built in British yards and 93 in Canada. They continued to escort convoys to the end of the war and were involved in nearly 50 submarine kills in the North Atlantic alone, where 20 of the class were lost. They saw active service in all theatres but the Pacific.



How to tackle problems from another angle

FORGET *The Terminator*. Forget *Lethal Weapon*. They're reduced to small potatoes when measured against this month's big subject. Yes, we're talking about the sport — or art — of fly fishing... It all starts with Norman Maclean, a retired professor of English who decided in his 70s to write his first book. What emerged was an autobiographical tale about growing up in the nineteen tens and twenties in the semi-wilderness of Montana.

It told the story of his family, Scottish immigrants, headed by an unbending Presbyterian minister of a father and completed by a younger brother as recklessly hell-bent as Norman himself was inherently cautious; and of how all the family tensions and bitterness were dissolved in their mutual love of fishing. The book — *A River Runs Through It* — became a best-seller and soon Hollywood came calling.

The author though, being old and comfortably off, and perhaps mindful of the degree of aggravation a film production can generate, turned them all down. However Robert Redford, himself of Scottish descent, had fallen in love with the book and through much of the 1980s gently prodded the author, finally coming up with a screenplay which met with his approval.

Now, finally, we can see the result of Redford's persistence. It's a leisurely, satisfying tale, a sort of anti-soap opera, in that instead of relentlessly "talking

out" every problem in sight, the Macleans were a family who approached conflicts

all this harmony is that Norman Maclean himself did not live to see the picture. His phi-

style.

Confusion of a different sort reigns in *Cool World*, a part-animated, part-live action farago concerning an artist who turns into a drawing and tumbles into his own comic strip, while one of his creations, a lissome lovely, metamorphoses into Kim Basinger and slips into the real world. The plot probably defies all comprehension but at least there's plenty to engage the eye, not least Ms. Basinger herself.

Lastly, a comedy which positively revels in confusion: *Noises Off* is a film about the staging of a play, one of those bedroom farces in which the characters totally misunderstand everything that's happening around them. The on-stage chaos mirrors that behind the scenes, as the production tours the States, and Sod's law goes into overdrive. The starry cast of the film that is headed by Michael Caine as a director heading inexorably towards a nervous breakdown.

— Bob Baker



Screen Scene

obliquely or ignored them together. Visually it's magnificent, with the characters moving through a landscape of great soaring cliffs and forests that seem to go on forever. But it's the theme of fishing which makes the film so memorable.

According to Maclean Sr., fly fishing is "an art performed on a four-count rhythm between 10 and 2 o'clock." You have to see the film to know what he's talking about, but by the end one can believe that there is no problem that won't radically diminish after a few hours by the river, casting some artful assembly of thread and feathers, hoping to seduce some big old trout into coming up and taking a bite.

The only discordant note in

losophy, though — more Buddhist than Christian — survives in the film, spoken by Redford himself: "Eventually everything merges into one, and a river runs through it... I am haunted by waters."

Recent additions to the RNFC Video Library include *Prisoners of Honour*, a reconstruction of the famous Dreyfus scandal which rocked French society at the turn of the century. Determined to confuse us all, the film's producers have cast Richard Dreyfus, not as his namesake, but as an army lawyer who gradually realises that the cashiered captain banged up on Devil's Island has been comprehensively framed. Ken Russell directs, for once, in a matter-of-fact, non-sensational



Above: Craig Sheffer as Norman Maclean and Brad Pitt as his younger brother fly fishing on the Great Blackfoot River, a still from *A River Runs Through It*.

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SACRIFICIAL LAMB OUTLIVES THE KNIFE-WIELDERS

MUTINY or disaffection? The business at Invergordon in September 1931 may have come close to the former, though the latter is the label the Navy preferred thereafter.

It is a measure of the embarrassment it caused that Rear-Admiral Wilfred Tomkinson, who found himself suddenly in command of the Atlantic Fleet owing to the sudden illness of Admiral Sir Michael Hodges, was later censured by those who initially supported his action — or rather lack of it — in defusing the crisis.

Many of his so-called friends at the Admiralty thought he should have turned his ship's guns on the mutineers — but Tomkinson, who more or less allowed the trouble to fizzle out of its own accord, may have thereby prevented a national revolt much more serious than the General Strike, according to Alan Coles in *Invergordon Scapegoat* (Alan Sutton, £14.99).

Responsibilities

It came about through the announcement of pay cuts proposed by the newly-formed National Government as a desperate measure to help balance the budget. Warnings of possible unrest were issued to the Admiralty — but not passed on to Tomkinson, who was distracted by his sudden responsibilities for the Fleet that was shortly to engage in large-scale exercises.

Details of the cuts were poorly communicated to the men and as they began to gather on the forecastles of the ships, noisily resentful and refusing to carry out ordinary harbour work, Tomkinson wisely

forebore from any drastic action.

He decided against visiting individual ships to make a personal appeal to allow



the fleet to sail — because he was "practically unknown" to them and thus unable to rely on his personality to influence the men until he had a definite assurance from the Admiralty that the grievances would be investigated.

After their Lordships, in response to a last warning signal from Tomkinson, directed that the ships should proceed to their home ports so the matter could be

looked into "with view to necessary alleviation being made" they all sailed within a few hours.

Shortly afterward Tomkinson was promoted Vice-Admiral — but in almost the same breath the Admiralty cut short his promotion as Commander of the 2nd Battle Cruiser Squadron and in a separate communication delivered their verdict on his responsibility for Invergordon — "If the situation had been well handled on those two days, instead of being allowed to drift, Their Lordships consider it improbable that this outbreak would ever have occurred."

Backbiting

The backbiting and jockeying for position behind the scenes that underlay their decision — which spelled the end of Tomkinson's peacetime career — does not make pleasant reading. He spent months trying to clear his name — with the earnest support of Roger Keyes, whose loyalty to an erstwhile protégé was characteristic — but found that many of his former friends had turned on him.

He was recalled during the war and spent three years as Flag Officer Bristol before a bout of pneumonia forced a second and final retirement. His children distinguished themselves in this period and there was further poetic justice for Tomkinson in that he outlived all his detractors, dying at the age of 94 in 1971 — 40 years after the events that, according to several letters in the Times, many still believed had caused him to be "sacrificed on the Admiralty's High Altar."

— JFA



Learning and relearning the art of the convoy

TWO new books by prolific naval writer Paul Kemp are well-timed to tie in with this month's Battle of the Atlantic commemoration.

In *Convoy Protection — The Defence of Seaborne Trade* (Arms and Armour, £17.99) he offers an interesting new appraisal of an oddly neglected area of naval history — but concentrates on the Atlantic campaign of the First World War and the ravaging of the Japanese merchant marine in 1945.

Observing that the big battle fleets in which Britain and Japan had invested so much in the way of manpower and resources had little to do with

either, he argues that the development of new weapons, countermeasures and intelligence were also of secondary importance.

Henry V

In both cases the key to the success or failure of trade protection policies lay with the convoy system — an old lesson, poorly learned it would appear. Henry V's convoy used to take his army to France in 1415, with points of assembly and dispersal for 1,200 ships "would have been familiar to any commodore of the First or Second World War."

And while the great victories

of St Vincent and Trafalgar stole the headlines during the Napoleonic Wars, the convoy system went on quietly working, assuring Britain's economic ability to pursue the conflict to its victorious conclusion — it was nothing more than the classic application of the principles of concentration and economy of force.

Yet only 70 years after Trafalgar "convoy" was a discredited word in the naval vocabulary. Kemp argues that the British became preoccupied with guarding the sea lanes — "marked out in red as if they represented tangible routes which could be physically protected" — rather than the ships

Above: Peep show at Liverpool — an RNR Lieutenant Commander peers through the screen at the Western Approaches Tactical Unit, working out a problem of convoy escort tactics set by WRNS officers and ratings who themselves became highly competent in the art of countering the U-Boat menace. — *From Liverpool and the Battle of the Atlantic 1939-45* (Maritime Books £9.95) a new album of photographs compiled by Paul Kemp.

that plied them, allocating their main resources to blockade of the enemy's bases.

Sidelines

So by this century the naval scene was dominated by the big gun battleship and plans for a decisive naval engagement. Trade protection was relegated to the sidelines.

"Wolf pack" submarine operations were mooted in 1918, when the communications available made them impractical. Twenty-one years later they might have succeeded, had sufficient units been available.

The Germans denied themselves the resources to break the Allied convoy system in the Second World War. The Japanese denied the same to protecting theirs.

Strategists

In the post war period the art of convoy seems to have been forgotten all over again — NATO strategists were fond of discussing protection of the "sea lanes" and "maritime lines of communication."

Yet in the Falklands and in successive crises in the Gulf modified forms of convoy were used. And though the scenarios of battles in the Atlantic will probably remain academic with the break up of the USSR, naval planners will do well to remember the victory which the U-Boats almost won in 1917 and 1942 and the "silent victory" of the American submarines in 1945.

— JFA

Radar — a winning advantage

WHERE Asdic was useless in detecting submarines on the surface at night, the preferred tactic of the U-Boat "wolf packs" (see centre pages), radar could do the job.

The first sinking directly attributable to radar took place on March 17, 1941 when the destroyer Vanoc rammed U100 — commanded by leading ace Joachim Schepke.

By the end of that year a high proportion of the Fleet had been fitted with both warning and gunnery radar and the first operational centimetric radar was to make a highly significant impact upon the Battle of the Atlantic.

From then on the 10cm magnetron made possible detection at horizon ranges against ships as well as precision bearing and elevation measurement. The shipborne and airborne 10cm radar influenced the battle in the Allied favour by making it hazardous for U-Boats to be on the surface either by day or by night, either near a convoy or on passage.

Indeed, in *Radar at Sea* (Macmillan £25) Derek Howse shows how radar changed the whole aspect of naval warfare in this period, forcing a radical re-think of old drills and fighting instructions.

Radar was probably the supreme technical advantage we had in the Second World War — but as Admiral Sir Jeremy Black points out in a postscript to this fascinating study commissioned by the Naval Radar Trust, electronic surveillance equipment later made such phenomenal strides that by the Falklands War radar often had to be switched off rather than risk its detection.

Now it can be used in conjunction with computers to create automatic guns and missile systems that can shoot down shells in flight — but land echoes, a constant bugbear with radar, still cause confusion.

"Despite those enhanced capabilities, the constant search to obtain the battle winning edge continues and is especially important in a world in which countries both large and small can field the most advanced conventional military systems," he concludes.

— JFA

WHAT A SWIZZLE FOR THE SWISS!

AFTER the Falklands War the London Gazette listed 13 different kinds of gallantry decorations bestowed, together with three types of commendation for valuable services.

Why so many asks John D. Clarke in concluding a survey of more than 220 orders, decorations and medals awarded by 37 nations — surely some countries are now so overburdened with "gongs" that even the recipients are confused by problems of demarcation?

Mr Major's recent announcement on the always vexed question of honours goes some way to clarifying the position — but the French, for instance, can successfully fulfil the needs of their citizens' gallantry with less than a quarter of the awards used by Britain.

On the other hand, the old Soviet Union, which might have been expected to adopt a more egalitarian system, had twice as many. Clarke — an acknowledged authority on Naval

General Service medals — makes a particular case, though, for confirming the importance of a Mention in Despatches with something more tangible than an emblem on a ribbon.

"A new decoration... could be introduced making the first step of a possible new award system, subsequent MIDs could then be noted by an emblem on the ribbon of its own decoration, surely a more satisfactory reward for such honourable endeavours."

He also makes some interesting comparisons with how heroes in different countries fare in the years that follow. Usually, they are definitely "yesterday's heroes" — but in the Soviet Union the recipient of an order, decoration or medal received a certificate and pass book entitling him —

or, quite commonly here, her — to a lifetime of remarkably generous concessions.

British holders of Soviet gallantry awards who travelled in Russia in recent years found their pass books honoured by the allowance of free travel within the cities they visited.

By contrast Switzerland does not have an honours system and forbids the bestowal of orders, decorations or awards of any kind — nor may her citizens accept honours of any description from other nations, a prohibition designed to protect her long-cherished neutrality.

Gallantry Medals and Awards of the World, published by Patrick Stephens at £18.50, also offers examples of the circumstances that have motivated their bestowal.

— JFA

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Reunions

City of Birmingham and District Royal Naval Association will be celebrating its 75th anniversary with a dinner-dance at the Birmingham Nautical Club on May 28. Details from S. Stocker, 26 Earl Dr., Chase Terrace, Burntwood WS7 8PT.

Fast Minelayer Assn. (South East Section) will hold their next meeting at the Royal British Legion Club, Braganza Rd., Kennington, London on June 2. Details from Ray Moore, 89 Watling Rd., Norwich NR7 9TG (tel. 0603 37652).

HMMGB 657 will be holding their seventh reunion at the Sydney Hotel, 116 Albert Road, Blackpool on Sept. 6-10. Details from G. Manning on 0737 352427.

RNR Postal Branch will hold their first reunion in HMS Sherwood, RNR Nottingham on May 22-23. Details from David Dennis, 1 Croft Rise, Menston, Ilkley, West Yorks. LS29 6LU (tel. 0943 875608).

Landing Craft Infantry - 200, 201 and 202 Flotillas: Former shipmates are invited to contact A. J. Baker, 24 Tilbury Mead, Harlow, Essex CM18 6JD (tel. 0279 438538) with view to a reunion in October and in June 1994.

HMS Nubian (1964-66) will hold their next reunion in the WOs' and CPOs' Mess in HMS Nelson on Aug. 28. Details from CPO(OPS)(M) G. P. Nicklin on 0705 756922 or 0329 843930.

HMS Hecla Assn. (1940-42): Survivors and rescuers held a memorial service and reunion on the 50th anniversary of her sinking after being torpedoed by U-515. Over 100 people attended from as far afield as Australia, New Zealand and Canada. Suggestions concerning the venue (Midlands area) for this year's reunion should be made to Harry Cliffe, Oak Tree Cottage, Post Office Lane, Norley, Warrington, Cheshire WA6 8JJ (tel. 0928 788181).

HM 702 LCPL Flotilla (1942-45), based in HMS Tormentor: A reunion is planned for June 1994. Details from Colin Kitching, 24 Chestnut Way, Repton, Derby DE65 6FQ (tel. 0283 703289).

HMS Figsard, Blake Division (1944-47): A 50th anniversary reunion will be held in The Royal Sailors' Home Club, Queen St., Portsmouth on March 19. Details from A. R. (Charlie) Jackson, 131 Warren Ave., Southsea PO4 8PP (tel. 0705 735767).

HMS Figsard, Artificer Apprentice Entry Jan. 1948: A second reunion has been arranged for May 29 — Gerry Roose and Eric Tonkin are still to be contacted. Details from P. L. David, 12 Spinney Close, Emmer Green, Reading RG4 8TB (tel. 0734 471444).

HMS Figsard, RNATE, Duncan Division (Jan. 1943-Dec. 1946): A reunion to mark the 50th anniversary of entry will take place at the Sandringham Hotel, Osborne Rd., Southsea on May 22. Details from H. J. Clapson, 14 Court Lane, Cosham, Portsmouth PO6 2LN (tel. 0705 377415).

HMS Griffen (1939-42) Old Hands are invited to visit Fullers of Chiswick Griffen Brewery. Details from Stan Deighton, 21 Hardwick Rd., Tilehurst, Reading RG3 4LH enclosing s.a.e.

Royal Naval Engine Room Association will hold their first national reunion at the Nautical Club, Bishopsgate St., Birmingham on May 8. The association is open to all engine room and electrical personnel, past and present. Details from Bob Styant, Nautical Club, Bishopsgate St., Birmingham B15 1ET (tel. 021 427 6021).

HMS Norfolk (1979-82): Members of the

CPOs' Number 2 Mess interested in a reunion contact Pete Cleaver on 081 450 1946 or Mike Blake 081 903 1441.

North Russia Club: The next reunion will be held in HMS Nelson on May 22 — all bookings should be made by May 7. Details from Mervyn Williams, 87 Olive Rd., Cuxford, Southampton SO1 6FT (tel. 0703 775875).

HMS Caledonia, Anson Division (1940-44): Former apprentices are invited to a Part 1 celebration in Oct. For further details contact John (Boris) Lord, 24 Herbert Rd., Southsea, Hants. PO4 0QA (tel. 0705 826884).

HMS Jackal (1939-42) reunion will be held at the Fleet Club, Devonport on Sept. 25. Further details from Bert Hine, 182 Dimsdale Parade, Wollstanton, Newcastle, Staffs. ST5 8DZ (tel. 0782 637192).

HMS Wave (1944-46): A reunion is to be held at the Marlegrave Motel and Country Club on Sept. 4-6. Anyone interested please contact Tommy Dootson on 061-795 8857.

HMS Fulmar: A reunion is being planned for May 8. Details from Bungy Williams, 98 Spyne St., Elgin, Morayshire IV30 2LX (tel. 0343 541767 evenings or weekends).

HMS Dainty Families Assn. will hold their second meeting at The Dolphin Hotel, High Street, Old Portsmouth on May 6. Details from Peter J. Hillman, 21 Lincoln Ave, Rose Green, Bognor Regis, West Sussex PO21 3EJ (tel. 0243 265901) no later than April 28.

HMS Antelope: A reunion will be held at the Assembly Hall, Hereford Town Hall on May 22. Tickets will cost £7.50 per head. Further details from Lieut. Bob Hutton, Wardroom, HMS Cochrane, Rosyth, Fife, KY11 2XA.

London Division RNVR and RNR Old Hands Assn. will be holding their annual summer lunch in HMS President, St. Katherine's Dock, London on June 12. Anyone who served in HMS President and who wishes to attend contact D. W. Haslam Station Buffet, Wivenhoe, Colchester, Essex CO7 9DJ.

HM ships Bramham, Ledbury, Penn and Sloop Rye (Pedestal Convoy 1942): A reunion for former shipmates involved in rendering assistance to SS Ohio will be held at the RNA Club, Weymouth, Dorset, on Oct. 2. Details from W. J. Roper, 4 Bath St., Weymouth, Dorset (enclose s.a.e. please).

976 Squad, RM Deal 1947: Members of the squad are requested to contact Peter Wye, Pet-A-Pat, 349 Old Rd., Clacton-on-Sea CO15 3RQ (tel. 0255 434784) with view to a reunion (20 members have already been contacted).

HMS Blackcap: A service of remembrance for former shipmates will be held at Applethorn on June 6. Details from S. J. Brotherton, Branch Secretary Warrington RNA on 0925 824504.

HMS Grenville Assn. (1943-46), Capt. D25 shared a successful reunion with other ships of the flotilla. Ship associations wishing to attend the 1994 reunion contact R. Durbin, 41 Great Balance, Brinklow, Nr. Rugby CV23 0NL (tel. 0788 833228).

HMS Glasgow Old Boys' Assn. will hold their 14th annual reunion in Portsmouth on July 10-11. Details from A. Mercer, 89 Royal Ave., Widnes, Cheshire WA8 8HJ (tel. 051 424 7390).

HMS Bicester L34: The annual reunion will be held at the Littlebury Hotel, Bicester Town, Oxford on June 5. Details from Ben Iles, 27 Inhurst Way, Tadley, Nr. Basingstoke, Hants. RG26 6DF (tel. 0734 81307).

HMS Largs: A civic reception will be held on May 26 at 1830 hrs. Details from K. James, 28 Groveland Rd., Newbury RG13 1SS (tel. 0635 427272).

FAA Artificer Apprentices, Rafeigh Division (1943-47) will be holding a 50th anniversary reunion at The Royal Sailors' Home Club, Portsmouth on Aug. 7. Details from Mr Jim Champion, 11 House Farm Rd., Gosport PO12 3TE (tel. 0705 527 618).

Battle of the Atlantic/Atlantic Star Assn. will hold a meeting and inaugural dinner in HMS Plymouth, Birkenhead on May 27. It is hoped to form an association to renew acquaintances with those who served in Western Approaches Escort Forces and other participants in the Battle of the Atlantic. Send s.a.e. for details to Oliver Wright, 15 Boyne Hill Rd., Maidenhead, Berkshire SL6 4HQ.

First Submarine Sqn: To mark the departure of the squadron from Gosport an Officers' cocktail party will be held in HMS Dolphin on June 11. Those interested in attending contact The Squadron Warfare Officer, Fort Blockhouse, HMS Dolphin, Gosport PO12 2AB (tel. Portsmouth Naval Base ext. 41751 or 0705 522332). Tickets are priced £10.

Russian Convoys: Ships' companies engaged in the Battle of North Cape (Scharnhorst) who would like to join the 50th anniversary commemoration in Wilhelmshaven are invited to contact J. G. Wess, Springfield House, Gonalston, Nottingham NH14 7JB (tel. 0602 663314).

HMS Rotherham, Capt. (D) 11th D. F., East Indies Fleet (1943-45): For details of a reunion to be held in Sept. contact Bob Sandford, 61 Tamarisk, Pandora Meadows, Kings Lynn, Norfolk.

HM ships Hecla, Hydra, Hecate and Herald (Ocean Survey Ships): All past and present members of these ships' companies are invited to join a newly-formed "H" Boat Association which will hold its first AGM and reunion in Portsmouth on July 3. Casualties carried during the Falklands Campaign in 1982 are eligible to join as honorary members. Send an s.a.e. or contact Mr J. Erskine, The Elms Guest House, 48 Victoria Road South, Southsea PO5 2BT (tel. 0705 823924).

HMS Newcastle, First Cruiser Sqn., Mediterranean Fleet, (1947-49): A reunion will be held at The Royal Fleet Club, Devonport on June 19. Details from Les Smith, 14 William Ave., Eastwood, Notts NG16 3LE (tel. 0773 717591).

HMS Indomitable: Shipmates wishing to attend British Pacific and Eastern Fleets reunion in 1995 contact Ron Barnett, 46 Rowley Village, Rowley Regis, Warley, West Mids. B65 9AS.

HMS Warwick: To commemorate the 50th anniversary of the loss of HMS Warwick off Trevose Head, Cornwall, the ship's White Ensign will be laid up at the Collegiate Church of St. Mary. Anyone wishing to attend the ceremony should contact A. J. Coles, 14 Montague Rd., Warwick.

FAA Field Gun Crew Assn. will hold their annual reunion at the track, HMS Daedalus, Lee-on-Solent on June 18-19. All ex-FAA Field Gunners are welcome. Details from Jim Andrews, 14 Scott Close, Stubbington, Fareham PO14 2HD (tel. 0329 664007).

HMS Mercury (1950-51): "Nan 12" Class WT Ratings, in particular Brian Ewing, Tam Gilmore and Mike Baker, are invited to attend "Divisions" on June 25 to mark the closing down of HMS Mercury. Details from Doug Turk on 0276 29131 or 0252 544268.

Over to You

HMS Whitby (1956-58): Author Edward Hooper, 109 Queen St., Worthing, West Sussex BN14 7BH (tel. 0903 232442) is researching a book which follows the fortunes of a National Serviceman who served in her during this commission. He would like to speak to any of the ship's company of that time, in particular Gunner John Alder, from Swindon, PO D. F. Shenton and A. Wilson (both serving in stores).

HMS Vanguard 1960: Rosemary Scallick, 10 Chatsworth Dr., Sittingbourne, Kent ME10 1TW would like to know if anyone has a copy of the film "Look In On The Navy," from 1960, in which her husband appears with the Royal Marine Band — they played "Sunset" when HMS Vanguard was decommissioned.

HM ships Vernon, Ramilles, Concord and Black Swan (1943-50): A. M. Britton, 67 Rylands Rd., Kennington, Ashford, Kent TN24 9LR (tel. 0233 635 873) is working on the biography of the singer David Whitfield and would like to hear from anyone who knew him either in the Navy or in his capacity as a singer.

HMS Bermuda: H. Roberts, Old Vicarage, Llanerchymedd, Anglesey, N. Wales LL71

8DH would like to hear from anyone who has details of a reunion to be held at RN air station Yeovilton. He would also like to hear from former shipmates.

MTB, July 12 1944, Bastia, Corsica: Col. John C. Chatel, 4 Grande Rue, 89290 Jussy, France would like to hear from shipmates of a British torpedo boat who rescued the crew of a B26 bomber which was shot down near Bastia, Corsica, on July 12 1944. The aircraft crew were offered a cup of tea and Col. Chatel would like to arrange a reunion to return the favour!

HMS Lowestoft (1934-46): Peter Watts, 11 Boundary Dr., Gt. Crosby, Liverpool L23 7UY (tel. 051 9240977) is writing a book on the history of the ship and would appreciate contributions from those not already in touch, in particular those who served in her on the China Station up until the outbreak of the Second World War and her subsequent return to the UK.

Rum Barrel: The 8th Destroyer Association now have a Rum Barrel which is available for hire. Details from Peter Carlisle, 4 Neithrop Close, Banbury, Oxon. OX16 7NU (tel. 0295 258651), enclosing s.a.e.

HMS Torbay, First Commission: Mrs P. Darlington, 85 Lowfield Rd., Cale Green, Stockport SK3 8JR would like to trace the owner of a Zippo lighter inscribed with the words "Foreman, Steve, HMS/JM Torbay, SSN 16, First Commission."

HMS Newark: Ronald Cooper, 46 Westbury Rd., New Malden, Surrey KT3 5BA (tel. 081 949 1640) is assisting a handicapped artist with a painting of the ship and would like to hear from anyone who has photographs or drawings of the Newark's interior.

HMS Firecrake, 1942: Ron Glover, Sycamore Lodge, 71 Barton Hill Dr., Minster-on-Sea, Sheerness, Kent ME12 3NF would like information about the history of HMS Firecrake and of U-211 which sank her on Dec. 16 1942 in the North Atlantic.

Korea Medal: James Brady, 14 Borrowdale Ave., Cowpen Estate, Blyth, Northumberland NE24 5LX (tel. 0670 367682) would like information about a Korea Medal presented to AB E. W. Vendeth, P/SSX/820351.

HMS Anderson: John Winton, Bryn Clwyd, Llandyrnog, Denbigh, Clwyd LL16 4HP (tel. 0824 790309) would like to hear from anyone who has photographs of HMS Anderson which was situated near the racecourse on the outskirts of Colombo, 1943-45.

HMS Rawalpindi, Nov. 23 1939: Herr Hans J. Claussen, Osterende 12, 2371 Meggerdorf, Germany would like to hear from survivors of HMS Rawalpindi which was sunk in 1939, with view to establishing personal links and arranging a reunion.

Naval Badge: WRO J. Gooding, Computer Room, HMS Warrior, Northwood, Middx. HA6 3EP would like to hear from anyone who can identify a cloth badge featuring a crown with the letters CINO written underneath.

St Vincent Magazine (1950-55): Albert Lloyd, 4 Mason Cres., Penn, Wolverhampton, Staffs. would like to hear from anyone who could sell him or lend him a copy of the magazine.

Calling Old Shipmates

HM ships Whitshed and Worcester (16th Destroyer Flotilla): H. L. T. Davies, 10 St Tathan's Place, Caerwent, Newport, Gwent NP6 4AL and D. Bond, 7 Laurel Rd., Lowestoft, Suffolk NR33 0NF would like to hear from former shipmates.

HMS Ardrossan: James F. Carter, 14 Hardenwick Court, Townsend Rd., Harpenden AL5 4HY (tel. 0582 767885) would like to hear from former shipmates.

Fleet Air Arm, Effingham Division (Jan. 1944): G. Wilkinson, 272 Elmwood St., Kingston, Ontario, Canada K9M 2Y8 would like to hear from former shipmates with view to holding a 50th anniversary reunion.

RNB Devonport (Aug.-Sept. 1939): Ted Lamont, 66 Ashkirk Dr., Glasgow G52 1JY would like to hear from Yeoman of Signals Cockburn who was an instructor at the outbreak of war and who came from East Yorks.

HMS Royal Sovereign (1937): Norman Hawkin, 4 Rose Brae, Mossley Hill, Liverpool L18 6JX (tel. 051 724 5639) would like to hear from any Boys' Messdeck messmates.

1830 Corsair Sqn. (Dec. 1943-July 1945): Bill Lawson (National Chairman Old Illustrians Association), 7 Leyburn Rd., Blackburn BB2 4NQ (tel. 0254 56837) would like to hear from former shipmates.

HMS Kilham: A. Webb, 267 Coach Rd. Estate, Washington, Tyne and Wear NE37 2EX (tel. 091 4175352) would like to hear from Hutton, Latham, Killick, Lord, Roy, Doc or any other former shipmates.

HMS Spark: Doug Hobbie, 122 Knox Rd., Wellingborough, Northants. NN8 1HY (tel. 0933 228916) would like to hear from former shipmates, in particular radar rating Frank Goulden.

HMS Volage (1943-44): Mervyn Williams, 87 Olive Rd., Cuxford, Southampton SO1 6FT (tel. 0703 775875) would like to hear from Jackie Pearson, last known living in Slough.

HMS Bruce (1947-48): Gerry McGeown, 30 Woodfield Ave., Portsmouth PO6 1AP would like to hear from members of Drake classes 117, 118, 123 and 124 with view to a reunion.

HMS Eagle 1963: Ex-Officer Steward Johnny Cooper, 264 Watling St., Dartford, Kent DA2 6EW would like to hear from former shipmates.

HMS Rival-3A (1942-44), (FAA Auxiliary): L. F. T. Potter, 507 Wherstead Rd., Ipswich, Suffolk IP2 8LW would like to hear from former shipmates.

323 Squad, RM, 1938: Eric Jones, 5a Alexandra Rd., Shirley, Southampton SO1 5DH (tel. 0703 323853) would like to hear from former squadron members with view to a reunion.

HMS Victorious (1945-47): Mr. B. Horsseman, 12 Hunters Dr., Kingswood, Bristol would like to hear from Ted Hatley, of Birmingham, last heard of in 1948 when he planned to go to America.

HMSL77: L. A. Sullivan, 2 Broadlawn, Woolavington, Bridgwater, Somerset TA7 8EP (tel. 0278 683579) would like to hear from L. Kelly, of Kircaldy.

HMS Soleyab (1945): Alex Jackson, 7 Strathendrick Dr., Muirhead, Glasgow G44 3HW (tel. 041 637 6696) would like to hear from any members of Mess 2 or from former shipmates who trained with him in Brighton, Eastbourne or Chichester.

HMS Goathland (1942-44): Twenty former shipmates are keen to contact others with view to a reunion. Contact: John Goulder, 155 Leicester Rd., Glen Parva,

Leicester Le 2 9HP (tel. 0533 775165).

HMS Rotherham, East Indies Fleet: Bob Sandford, 61, Tamarisk, Pandora Meadows, Kings Lynn, Norfolk would like to hear from former shipmates with view to a reunion.

HMS Bristol (1982-86): Mark Atkinson, 29 Acresbrook Walk, Tottington, Bury, Lancs B18 3JR would like to hear from LS(R) Steve (Bill) Beeny, AB(R) Dave (Obbo) Hobson, AB(R) Glen (Jasper) Carrick, AB(R) Trev Burton and from anyone who attended his wedding in Bristol on July 20, 1987.

HMS Churchill: Jim Nesbitt, 46 Hillcrest Close, Plymouth, Devon PL7 3ET (tel. 0752 348406) would like to hear from any ex-Churchillians with view to a reunion.

RN Communicators: Serving or ex-serving communicators interested in forming the RN Communicators Association should contact C. Beeson, 8A Sea View Terrace, Lipson, Plymouth PL4 8RL, enclosing s.a.e. Please state name (including maiden name), address, telephone number, Service number, rank or rate. The invitation also includes Coder/S Branch/CT and EW Personnel who trained as communicators.

8th Destroyer Assn., China Station (1945-63): Mick Corbett, 1 Melbourne Crescent, Stafford ST16 3JU would like to hear from shipmates of HM ships Cossack, Constance, Consort, Contest, Cockade, Comet, Comet, Concord, Charity, Cheviot, Cavalier, Caprice, Caesar, Cambrian, Cassandra, Carrysfort, Carron and Cavendish with a view to meeting up (s.a.e. appreciated).

HMS Argonaut (1943-46): Eric Jones, 5a Alexandra Rd., Shirley, Southampton SO1 5DH (tel. 0703 323853) would like to hear from any members of the RM detachment with a view to attending the HMS Argonaut reunion at Harworth RNA in Sept.

HMS Flowerdown (Wartime W/T station, near Winchester) and HMS Twostep: Bryn Cambray, 77 High St., Beckenham, Kent BR3 1AN would like to hear from personnel serving at the station between March 1941 and Feb. 1942, in particular Ken Strang and E. M. (Chris) Christmas. Any "history" of the station would also be welcome. He would also like to hear from those who served in HMS Twostep in the Mediterranean, 1943-45, especially Lieuts. John Hand and Tom Porter RNVR.

RN Hospital, Gilman Camp, Singapore 1945 and HMS Moon: Ron Hyett, Sanctuary, 18 Foden Ave., Ipswich IP1 6PL (tel. 0547 749376) would like to hear from former shipmates in particular PO Dennis Bill Fry, SBAs Poulson, Charlie Evans, Wilkey and Joe R. Mears. He would also like to hear from shipmates who served in the minesweeper HMS Moon.

Hawke Division Apprentices, RNATE, Torpoint, Feb. 1941: Don Cole, 7 Homefield Rd., Drayton, Portsmouth PO6 1RB (tel. 0705 385353) would like to hear from former shipmates with view to a reunion on Oct. 26.

HMS Exmoor: T. E. Hodgson, 5 Mather Rd., Barton, Headington, Oxford OX3 9PQ would like to hear from stokers who survived when the ship was torpedoed off Lowestoft on Feb. 25, 1941.

Italian Port of Bari, Dec. 2, 1943: R. Davies, Netherlea, Llanfairpwll, Anglesey LL61 5SZ (tel. 0248 714308) would like to hear from any survivors of the raid who would like to revisit Bari.

Schooner Force, Eastern Mediterranean (1943-45): Reg Osborn, 55 Norbury Hill, London SW16 3LA would like to hear from former shipmates who served with Combined Operations SAS/SBS in the Levant Schooner Force, later the Anglo-Hellenic Schooner Force in the Dodecanese Islands, particularly those who were POWs on Rhodes towards the end of the War.

HMS Triumph (1946-49): D. Freeman, 67 Okura River Rd., RD2, Albany, New Zealand would like to hear from former shipmates, particularly Jack Vincent, Lofty Haines or anyone from the Electrical Branch.

HMS Cadiz (1951-52): K. G. Still, 19 Laburnum Rd., Wombridge, Telford, Salop TF2 6QN would like to hear from E. C. Bra-

zier who was invalided out of the Service after a football accident in Invergoron.

HM ships Termagant, Tenacious and Liddesdale, 1944: A. W. Kirkby, 37 Stocks Park Dr., Horwich, Bolton, Lancs. BL6 6DD would like to hear from any shipmates who took part in the sinking of U-453 off Southern Italy on May 21, 1944, with view to spending a few days holiday in Lancs.

HMS Spragge (1944) and HMS Michael (1945-46): Knockner White, 89 Wessex Oval, Wareham, Dorset BH20 4BS (tel. 0929 552863) would like to hear from Derek Manton or anyone who remembers him. He would also like to hear from shipmates who served in HMS Michael, particularly AB Buck Taylor, any of the Asdic team and anyone not already a member of the Algerines Association.

HM ships Nubian, Diana, Ajax, Dundas, Hardy, Danae and Naiad and Captain Weapons Trials (1961-84): Ex-PO J. A. Lawrence, 42D British Grove South, London W4 2PU (tel. 081 748 9330) would like to hear from former shipmates.

HM ships Furious and Colossus, 827 and 830 FAA Barracuda Sqn.s: Roy Mathias, 3 Kennedy Walk, Werrington, Stoke-on-Trent, Staffs. ST9 0EW (tel. 0782 302 618) would like to hear from former shipmates with view to a reunion.

HMS Royal Sovereign: Ron Lynch, PO Box 235, Winklespruit, South Africa 414S or c/o Ernest Beeston, 488 Marine Rd., Morecambe, Lancs. LA6 6AF (tel. 0524 410 686) would like to hear from former shipmates.

HMS Ganges, 59 Class Blake Division and 63 Class Grenville Division (1935-36): Alex Hancy and Alex Munro, 2 Dorking Rd., Lound, Nr. Hopton on Sea, Great Yarmouth NR31 9AZ would like to hear from former shipmates, in particular POs Brydon and Rogers, CPO England and PO Chapman.

HMS Shropshire (1942-43): E. Carey, 21 Brook St., Manningtree, Essex CO11 1DL would like to hear from former stokers.

HMS London (1942-43): Glen Ankenmann, Apt. 3, 1153 Bernard Ave., Kelowna, BC, Canada U1G 6R3 would like to hear from former stokers.

HMS Rosemary: H. Taylor, Old Blairbeg, Lamlash, Isle of Arran KA27 8JT (tel. 070 600263) would like to hear from anyone who served in HMS Rosemary with view to a reunion.

HM ships Sussex, Asphodel, Anson and Pembroke (1937-56): David Plume, 19 Wilson Ave., Blackwell, Alfreton, Derbyshire DE55 5JP (tel. 0773 812124) would like to hear from MAA Eddy Edmunds.

WTR Graeme Port: Rebecca Payne, 8 Buttermere Way, Littlehampton, West Sussex BN17 6SX would like to hear from WTR Graeme Port, last heard of in HMS Ark Royal.

HMS How Mess Deck (1943-45): Roy Christie, 114 Northampton Rd., Kettering (tel. 0536 513322) would like to hear from Nobby Clarke, Veevers, Jock Cartenson and R. Bond.

HMS Stalker (1942-46): Dennis Lowe, c/o 69 Lear Dr., Wistaston, Crewe CW2 8DS (tel. 0296 270 69448) is visiting the UK from Australia from June 1 until Sept 17 and would like to hear from former shipmates.

Stonecutters Island W/T Station 1960-62: Philip Waite, 16, Ibundale Lane, Sleights, Whitby YO22 5DP (tel. 0947 810314) would like to hear from Lieut. Rimmer and any RN (or Army) residents from East Pier, "Wuthering Heights" or station staff, in particular Nick, Ron, Robbie, Jock, Muff, Alan, Peter and George.

HMS Tilford, Singapore 1965-66: Philip Waite, 16 Ibundale Lane, Sleights, Whitby YO22 5DP (tel. 0947 810314) would like to hear from former shipmates with view to a reunion.

HMS King George V: Ex-RM Les White, 59 St Marks Close, Worcester WR5 3DJ would like to hear from former shipmates, in particular those from 316 Squad, Portsmouth Division.

HM submarines Undine and Urchin: Former crew members are invited to join the association. Details from Stan De'Ath, 28 Main St, Sewstern, Grantham NG33 5RF (tel. 0476 860833).

FIFTY YEARS ON

A LOOKBACK at the wartime operations of the Royal Navy half a century ago this month.

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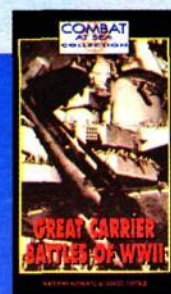
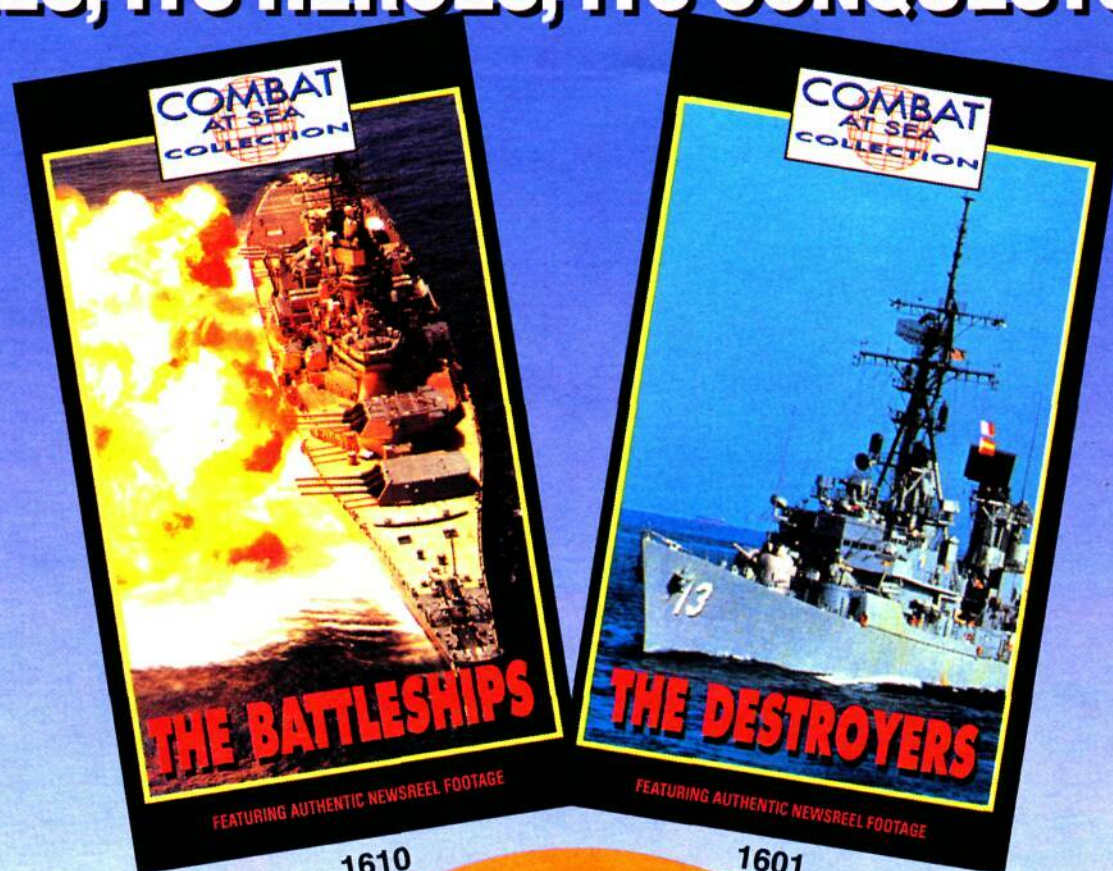
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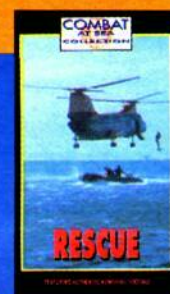
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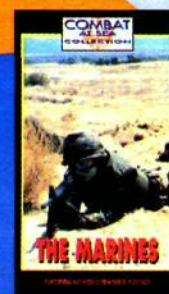
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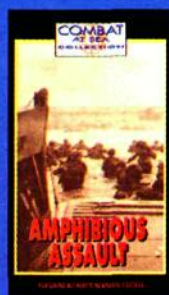
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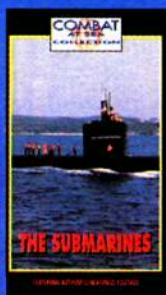
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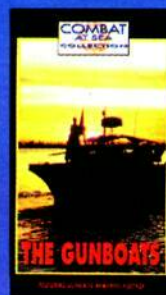
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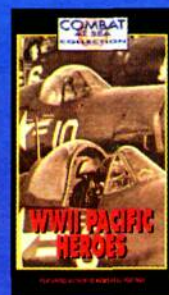
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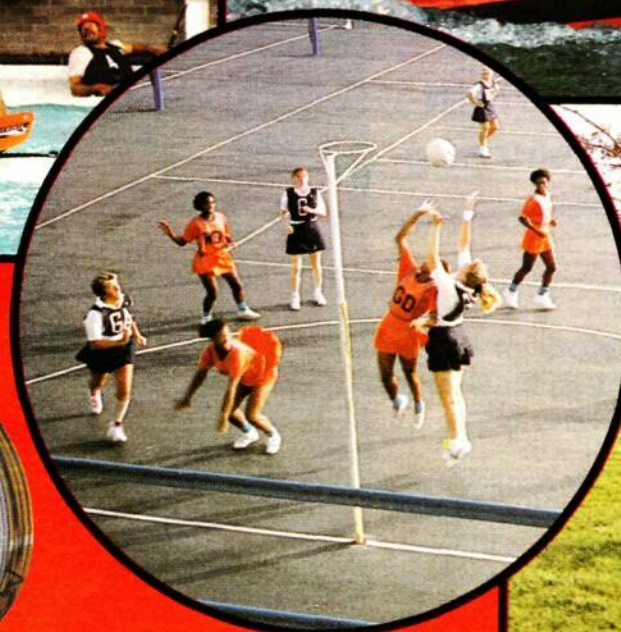
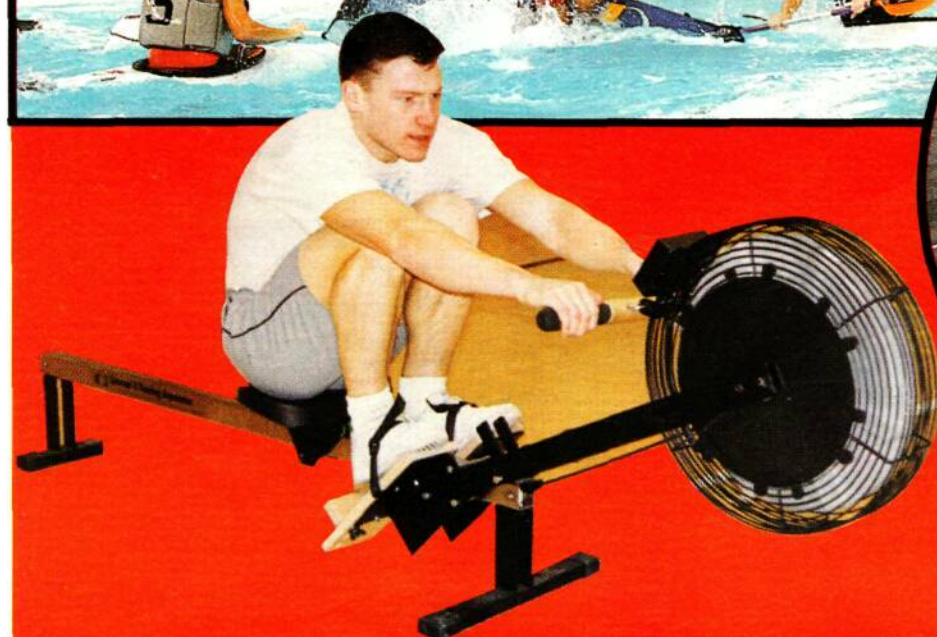
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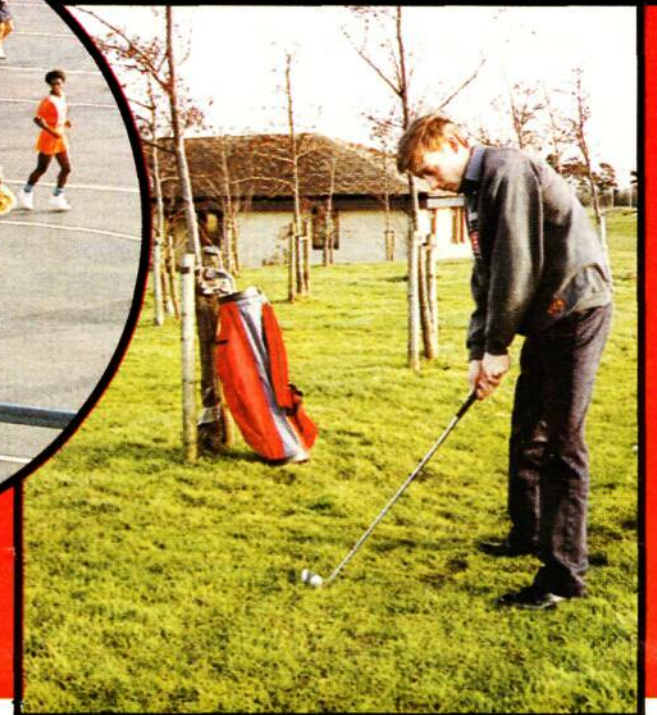
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Top left: A lesser known sport but a challenging and dramatic one — canoe polo. NA A. Kearsley scores against the Army at Sandhurst.

Top right: More traditional use of a canoe. Mne. Nick Redshaw CTCRM pits his skill against white water in Durango, Colorado.

Above left: LPT Buck Taylor completes a 4 kilometre demonstration row on the ergometer purchased for HMS Forest Moor with the help of a Sports Lottery donation.

Centre: Action from one of the games played by the Royal Navy Netball team on their tour of Barbados.

Above right: Forest Moor again. This time MEM Tony Riley practises with the establishment's new golf equipment.

Below: No better way to beat the cold than making use of the fitness equipment bought through lottery funds for the ice patrol ship HMS Endurance. Space in a former hold has been transformed into a gym.

EVERYONE'S a winner, baby that's the truth — with the RN and RM Sports Lottery. It has now been operating for some 18 months and in that time has paid out around £350,000 in prize money.

A further £250,000 has been distributed to scores of ships, establishments and Service sports organisations to buy everything from judo mats to golf clubs and to back expeditions and sporting tours.

Among the host of clubs with reason to be grateful to the lottery is the Royal Navy Equestrian Association. A grant of £4,500 made possible the purchase of Jack of Diamonds, who has really made his presence felt in the show jumping team, becoming the Navy's most successful horse last year.

And hard on his hocks comes a mare, May Belle, a show jumper and eventer half paid for through a lottery grant, again proving money well spent.

Less glamorous perhaps but just as welcome as May Belle was the rowing ergometer and golf equipment bought for HMS Forest Moor and the fitness equipment now installed in HMS Endurance.

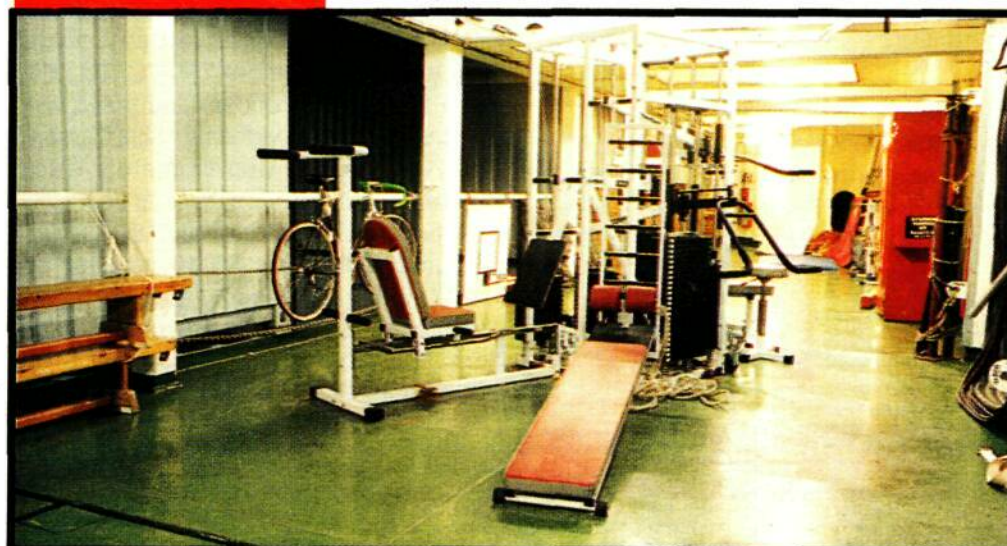
Based on weekly soccer or

cricket results, the lottery has been taken up by some 85 per cent of its target "market." When the target is reached a waiting list will be established, but the recirculation of tickets given in by personnel leaving the Service means availability is good.

As well as paying out in prizes and grants, the lottery provides for the future by investing capital. The promoter, Cdr Peter Cantelo, reported £50,000 had recently been added to the monies so far invested.

The scheme has proved such a success that the two other Services have followed suit. The RAF's lottery is already up and running and the Army hopes to launch its version in September. A similar scheme has been set up for MOD civilian personnel.

As ever, though, you've got to be in it to win it! Navy personnel wishing to join should submit form C58 to the Sports Lottery Manager, HMS Temeraire, Portsmouth.



Geordie gunboat's toast of home city

AFTER several weeks spent in the Norwegian fjords during Exercise Battle Griffin HMS Newcastle enjoyed a big Geordie welcome when she returned "home" to Newcastle-upon-Tyne, the first time she had visited the city in 18 months.

HMS Newcastle's commanding officer Cdr. David Harbun describes the visit as "the best run ashore in the world" and, along with the ship's company, was particularly pleased when one of the first deliveries to the ship was

several crates of Newcastle Brown Ale. Newcastle Breweries have enjoyed a long association with the ship and chose to mark the occasion with a limited edition commemorative label, the Type 42 destroyer replacing the more

familiar blue star.

Sold exclusively to the ship's company for charity the bottles look set to become collectors' items. The brewery was also persuaded to part with £750 to buy back a six foot high replica of a Brown

Ale bottle, hijacked when the ship was last in town!

The 'Geordie Gunboat' attracted record numbers of visitors when she opened up to the public, many of whom had worked on her in build. A particularly touching tribute came from the sons of the late John Vardy, a former rigger at Swan Hunters, who presented the ship with a bell rope made by their father.

After a memorable stay, packed with sporting, social and charity events, the ship said a fond farewell to her home city, emitting a siren blast salute on passing Swan Hunters shipyard where it all began some 18 years ago.

Pictures: LA(Phot) Steve Saywell.



Local lads S(R)s Garry Mathews, John Milburn and Roye Saunders enjoy the first read of the Evening Chronicle which was donated free to everyone on board.



HMS Newcastle's ship's company give the thumbs up to a special delivery of Brown Ale.

Battleaxe's beach banyan



DESPITE snow and freezing winds HMS Battleaxe received a warm welcome from the people of Baltimore when she visited the city during her first IST deployment.

With Officer Cadets from BRNC embarked, the ship played host to over 3,000 visitors during the two-day stay in-

cluding American best-selling novelist Tom Clancy.

After a visit to Annapolis HMS Battleaxe made a short

stop in Key West for final preparations as Royal Yacht escort.

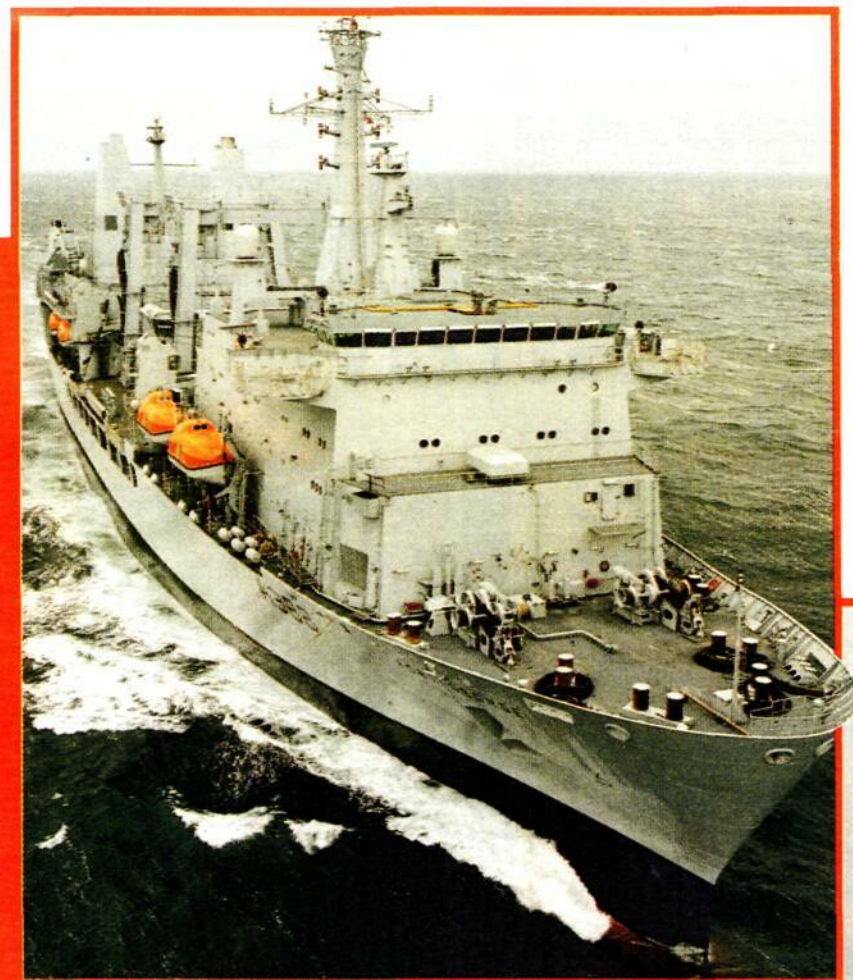
Her Royal duties then began in earnest at Cozumel, Mexico, where Prince Charles joined HMY Britannia for passage to Kingston, Jamaica. While en route the ship's company enjoyed a banyan at Little Cayman Island enabling them to relax among the coral beaches and reefs (pictured above).

On completion of Royal Yacht duties at Kingston, HMS Battleaxe continued her IST deployment taking part in anti-drug operations around the Antilles. During the patrol a close liaison was established with the US Coast Guard during which a large number of contacts were investigated.

A break from DIOPS enabled the Battleaxe to stop at St Croix in the US Virgin Islands where a member of the ship's company was called upon to help save the life of a diver who had got into difficulties off Frederiksted Pier. The ship's MO PO Crookston helped revive the unconscious diver clearing fluids from his lungs and administering oxygen. On regaining consciousness the man was taken ashore for further treatment.

Having sailed from St. Croix she then took part in Exercise Unified Spirit with STANAFORLANT, US and Canadian Navies off the coast of Florida and then made visits to Bermuda and Brest before returning to Devonport.

RFA receives fresh supplies



PICTURED, right, entering Portsmouth harbour under her own steam (and not, as erroneously reported in the press last month, under tow) is the Auxiliary Oiler Replenishment ship RFA Fort Victoria, the first of a new class of multi-purpose supply vessels for the RFA.

Accepted from her builders Harland Wolff, she will be based at FMRO for a six-month programme of trials before entering service.

Also pictured, above, is RFA Fort George, another of the RFAs Auxiliary Oiler Replenishment vessels which was accepted from her builders, Swan Hunters on Tyne-side, at the end of March. She arrived in Devonport at the beginning of this month for an extensive period of trials before entering RFA service.



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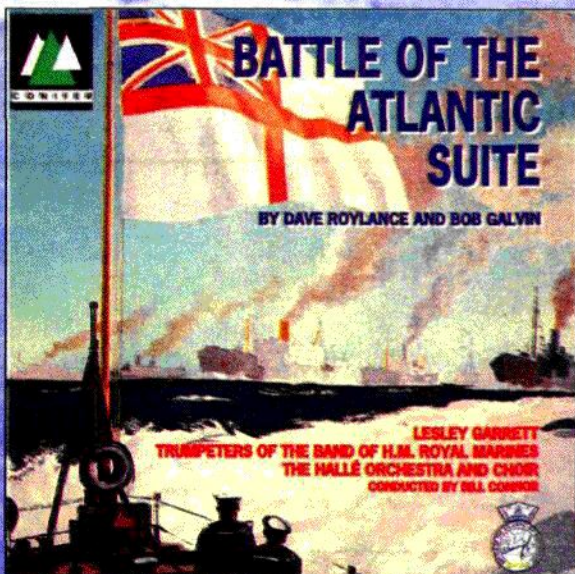
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TIMETABLE OF EVENTS

Wednesday 26 May 9 am	Opening of Historic Conference by Admiral of the Fleet Sir Julian Oswald at Merseyside Maritime Museum	3.35pm	The Queen meets Veterans at Bootle
12-1.30pm	Royal Fleet Review at Moelfre off Anglesey	8pm	Reception on HMY Britannia
3.30pm	First group of ships enters harbour	Saturday 29 May 9am	Memorial service and marchpast at Bootle
Thursday 27 May 3.30am	Second group of ships enters harbour	10.30-11.30am	Main marchpast through Liverpool
9.30am	HMY Britannia berths at Pier Head	2-6pm	Selected ships open to the public
11.00am	Opening of Western Approaches Derby House	2.30-3.30pm	Flypast over Mersey
2.30pm	British Shipping Exhibition Albert Dock	7-8.45pm	Massed bands concert at Goodison Park
4pm	Third group of ships enters harbour	Sunday 30 May 10.30am	Commemoration service at Anglican Cathedral followed by Parade of Standards. The Prince and Princess of Wales attend
6.30pm	Marchpast rehearsal — city centre	2-6pm	Selected ships open to the public
Friday 28 May 4.30pm	Fourth group of ships enters harbour	7.30-9.15pm	Battle of the Atlantic concert in the Anglican Cathedral in aid of King George's Fund for Sailors
11.15am	The Queen inspects Royal Guard at Albert Dock and meets Veterans	Monday 31 May 2-6pm	Selected ships open to the public
11.35am	The Queen opens Maritime Museum	Tuesday 1 June 8am	HMY Britannia sails. Ships start to disperse
2.30pm	The Queen visits Liverpool Football Club		

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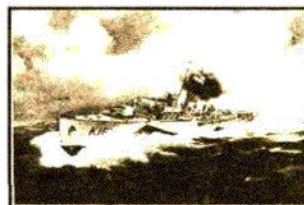
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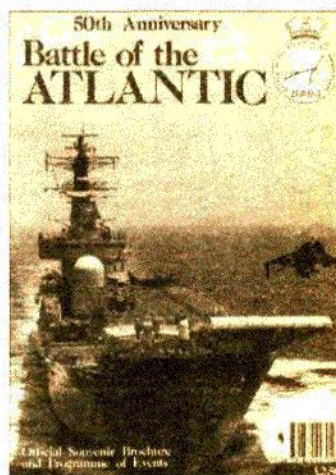
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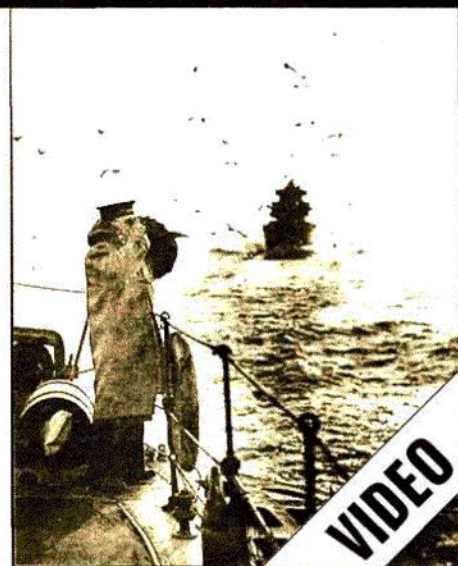
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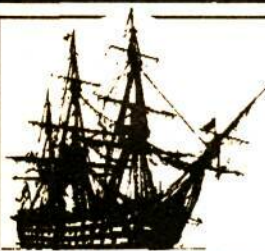
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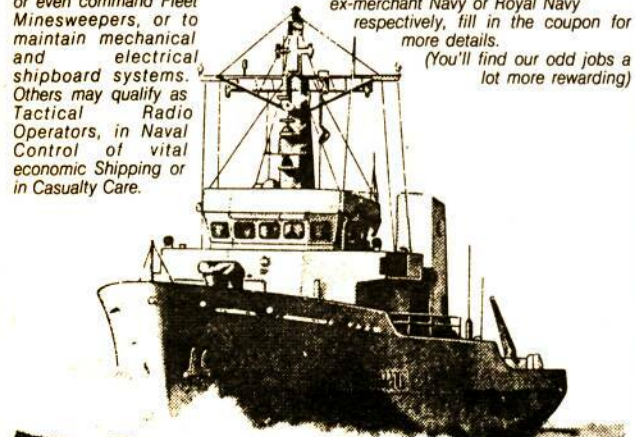
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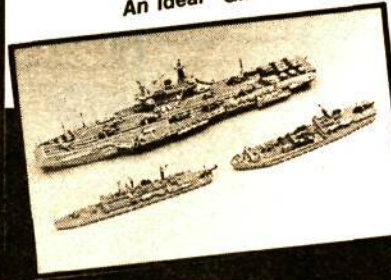
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WARTIME MEMORIES RECALLED

SHIPMATES Bertram and Iris Jenkin, of Falmouth, made a nostalgic visit to HMS Malagas, in Capetown, South Africa, for the 50th anniversary reunion at the former air base known as Wingfield.

News in brief

Shipmates turned out in strength for the annual general meeting of Romford and Hornchurch at which 102 members were addressed by the president, Shipmate Ron Lazell, who gave the good news that membership was on the increase. Shipmate Chrebeliski, better known as 'Ski' was elected Shipmate of the Year.

□ □ □

Prompted by various press attacks on the Monarchy, *Sidcup* wrote and re-pledged its loyalty to the Queen and Prince Philip. The letter won a warm response from the Palace saying how the Queen was greatly encouraged by the pledge of loyalty. *Sidcup* suggests other branches might do likewise!

□ □ □

Shipmate Jack Coggan of Droydsden, who played cornet in the Seamen's Band 7K Mess, Chatham Barracks in 1943, had a pleasant surprise when fellow musician, Shipmate Cyril Roach, who left the UK after the war, got in touch with him, after 50 years. The two men met up again to recall old times.

□ □ □

Members of *Dereham* mourn the loss of a grand old man of the sea, Shipmate Oscar Pummell, who died aged 93. A survivor of the Battle of Jutland, he joined HMS Ganges as a Boy Seaman when the Ganges was a ship afloat at Harwich. As an Officers' Steward, he served the highest ranks and Royalty. He was twice winner of the RN/RM cross country championships and also represented the Navy and Kent in the sport.

Returning for a second time, along with 70 veterans of the RN, RAF and South African forces, Bertram and Iris were able to renew several friendships they made during their last visit in 1988 when they were part of a group of RNA members invited back to South Africa as guest of Johannesburg branch.

As always the hospitality shown to the party throughout their visit was excellent and they enjoyed a particularly happy time reliving many memories as they toured the buildings they had known 46 years ago, many of which are still in use.



Proud flag day in Stockton

A PROUD ship's company — and a stirring spectacle — as shipmates, parading their standards, march to the parish church for a service to mark the 40th anniversary of Stockton branch.

The town's Mayor, Stephen Smailes, took the salute in the High Street to the sounds of the Police Band, on what was the first occasion the RNA had paraded in 15 years.

There was some sadness, however, when former members of Middlesborough RNA, which closed four years ago, watched their standard being laid down for the last time in Stockton Parish Church.

Picture: Evening Gazette, Teeside.

VIP treatment for Malta shipmate

MALTA'S gratitude to sailors, such as Shipmate Harold Chalkley of Cheshunt, who served on wartime convoys, is reflected in the treatment he received when he visited the island to receive the George Cross 50th anniversary medal.

On arrival, he found to his dismay that, due to Christmas leave, the presentation of the medal, usually arranged for groups of 200, had been postponed. On expressing his great disappointment to a fellow shipmate of Valletta RNA club, he was put in touch with Major J. Harrison, the private secretary to the President of Malta, Mr Vincent Tabone.

BRANCH NEWS

The upshot was a call from the President's residence on Christmas Day inviting Shipmate Chalkley, and his wife, Babs, to attend there on December 28, when the President presented him with his

medal. This solo investiture was followed by refreshments, during which Harold and the President "put the world to right".

□ □ □

The standard of Ayr and Prestwick, with those of other ex-service associations, was paraded to mark Polish Navy Day. Those who read the book about the Great Dane, "Just Nuisance", will be pleased to know that his grave, in the South African Navy Barracks in Simonstown, is in shipshape order, thanks to members of Capetown. News of the grave of "Just Nuisance" was conveyed to the branch by Shipmate Jock King, who, with his wife, Norma, was on holiday in Scotland.

□ □ □

Much rejoicing by members of Cowbridge when the plaque of the wartime Flower-class corvette HMS Gardenia was presented by the Mayor of Glamorgan Vale. It was originally presented to the old rural district council during Warship Week in 1942 but after the change of boundaries it became the property of the Vale of Glamorgan Council. Cowbridge branch would like to contact former members of the ship's company of the Gardenia. They should telephone Shipmate Ian Lewis on 0446 772881.

□ □ □

Shipmates of Aldershot paraded their standard and took part in celebrations to mark the 50th anniversary of TS Swiftsure. Capt. A. E. Thompson unveiled the deck name-plate from HM submarine Swiftsure, now de-commissioned, and accepted the presidency of the unit. The occasion was attended by the Mayor and Mayoress of Rushmoor and some 80 parents and friends.

□ □ □

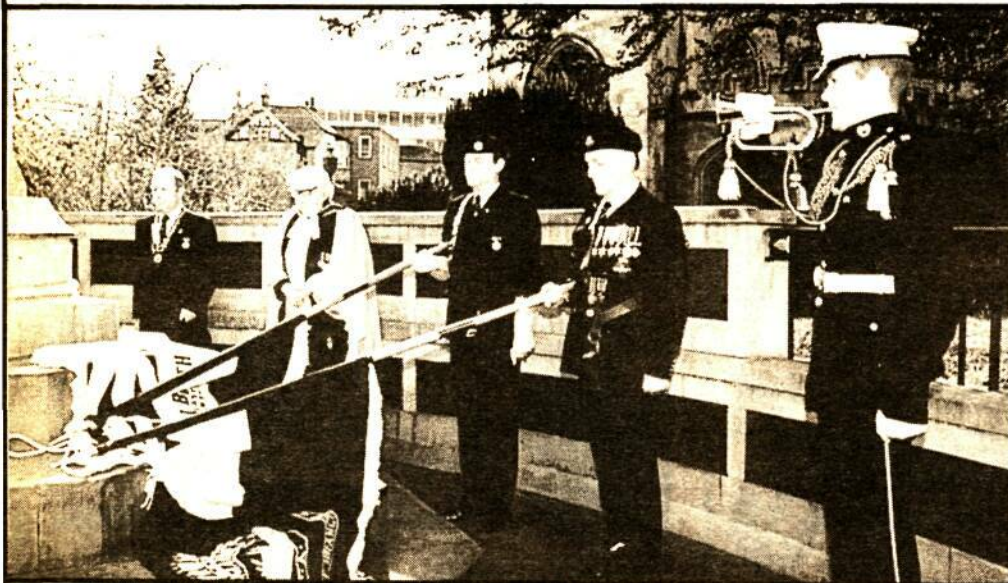
At Uttroxters recent meeting the retiring chairman, Shipmate Cyril Martin, presented the following awards of £200 each to the Missions to Seamen, WRNS Benevolent Trust, KGFS and Heath House Clinic plus a further £62 to Cheadle Hospital League of Friends. A

buffet and social evening was arranged by the branch for the elderly and disabled in the area and £200 donated to the Royal Naval Benevolent Trust. Members meet on the second Wednesday at 2000 hrs at The Limes, Uttroxters and welcome new recruits.

□ □ □

There was a "full house" for Peterborough's 14th annual dinner-dance where guests included the branch president, Shipmate Ben Franklin, president No. 6 Area Shipmate John Stone, and his wife, national council member No. 6 Area Shipmate Nobby Clark and the Rev. Julian Ould, the branch padre. This very enjoyable occasion was also attended by shipmates of Hastings.

Tigris crew honoured



A SOLEMN moment at the war memorial in Newbury following a special service at St Nicholas Church in memory of the 63 officers and men of HM submarine Tigris.

The wartime submarine, adopted by the town, was lost 50 years ago while on patrol south of Naples.

Prior to the service, attended by members of SOCA and arranged by Newbury branch and the RBL, a bronze plaque was unveiled in memory of the crew.

At a reception the guests, including relatives of those who had served in HMS Tigris, expressed their gratitude to Newbury for remembering the loss of the 63 men.

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by Jean Cross, B.Ed.(Hons), Governor and Director of Education at Meoncross, Warsash and Westwood Park Pre-Schools

The need for quality pre-school education and childcare has never been greater than in the 1990s. The latest research shows that children in the 3-5 age band need the stimulation of pre-school in these vital learning years. Parents, too, need year-round childcare as more and more mothers choose to continue their careers.

Education in the pre-school years is known to set the pattern for later learning. One of the remarkable findings of recent research, which was the subject of a special BBC documentary, is that some 50% of our intellectual development occurs in the first five years of our lives. From the age of 3, children start to search systematically for information. Through play they explore a whole range of experiences and concepts: to children, play is work. It is their way of achieving self awareness, and of understanding the rules of social behaviour and intelligence.

To meet the needs of the 3-5s, pre-school should above all be a safe and comfortable place where they can feel secure, loved and happy. It must also be an 'expert' place, where everything is directed at bringing the best out of each child in terms of stimulating language, intellect, imagination and the ability to interact with other children. Enquiring minds should be able to find all the answers at pre-school — they may do so by playing with mathematical shapes, by experimenting with sand and water, by creating models and pictures, or by following a structured introduction to reading, writing and number skills. These are certainly some of the basic principles behind our own carefully organised Pre-Schools, where we have a well-planned programme of early learning.

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Many parents choose pre-school solely for the lasting benefits their children can enjoy from the experience. Some, who want to combine a career with family life, need a pre-school which offers these benefits on a year-round basis. A report published last year by the Office of Population, Censuses and Surveys showed that, of all European countries, Britain has the greatest percentage of working mothers, with 21 per cent of British parents choosing nursery school for their childcare arrangements (only one per cent used a workplace creche, underlining how slow employers have been to respond to pleas to provide childcare facilities). Almost half of women whose youngest child was aged under five were in work or seeking work in 1991, the year surveyed.

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SECOND Sea Lord, Admiral Sir Michael Livesay, has signed the Health Education Authority's "Look After Your Heart Workplace" charter, his signature committing ships and shore establishments to a plan which encourages all Navy personnel to develop a healthier lifestyle.

The charter covers such areas as healthy eating, sport and physical exercise, policy on sensible drinking, no-smoking zones and dealing with stress.

As part of the project, the Health Education Authority has prepared a special Royal Navy edition of its "Healthy Living" handbook, which shows how physical fitness and a healthy lifestyle

can contribute significantly to increasing stamina and tolerance to unexpected challenges.

"Healthy living, however, does not mean giving up all the things you enjoy doing, or having to don a tracksuit and jog for hours," Admiral Livesay explained. "Small changes can make a big difference."

COVERING THE BATTLE

PLACES are still available at the three-day historical conference commemorating the Battle of the Atlantic at Liverpool on May 26-28.

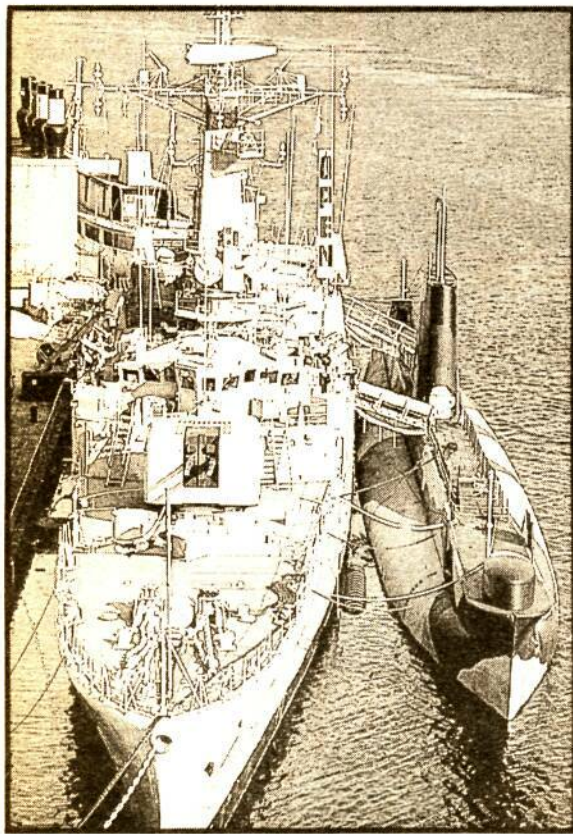
Registration costs £75 and includes refreshments and a dinner on May 27. Details from The Librarian, King's College London, The Strand, WC2R 2LS.

During the week of events (see page 30/31) the Historic Warships at Birkenhead, the frigate HMS Plymouth and the submarine HM Onyx, will remain open until 9p.m. and until 7p.m. for the rest of the summer.

Royal Naval Philatelics will be issuing Battle of the Atlantic covers from Gibraltar on May 24 and from Liverpool on May 26. Tel. 0935 26240 for price lists.

Covers are also planned by Royal Naval Covers, which has taken over from the Royal Naval Covers Collectors Group following the death of Ray Marriott. Details from Chris Hockaday tel 0752 558541.

Picture, left: The frigate HMS Plymouth and submarine HMS Onyx alongside at Birkenhead.



Sport



NETBALL VICTORY

FOR the first time in 12 years, the Royal Navy won the Women's Inter-Service Netball Championship, which was held at the Army School of Physical Training at Aldershot.

Captained by POWren Pauline Last and coached by ex-Wren Joyce Evans, the RN women had trained hard during the season for this win. They beat the RAF 45-43 in the first match.

The RAF then beat the Army 35-30 and finally the Army beat the RN 56-46. With a game apiece, the championship was settled on total goals scored.

Result: RN 91, Army 86, RAF 78

Opposition too strong in the water polo

IN HMS Cochrane's Caledonia Pool the Royal Navy again hosted the annual Willie Mellors Quadrangular Water Polo tournament, which, in fact, was not held last year due to commitments in the Gulf, writes player/coach Lieut. Phil Walter.

It was an outstanding success, owing much to the organisation of Lieut.-Cdr. Ron Kimber and Mr R. Elder. The RN squad had assembled early to train and play some warm-up matches in advance of the tourney.

Walter and senior squad members brought on some recent converts from the swimming squad, all of whom made significant progress over the three days.

It is now over 10 years since the RN won this competition and again in 1993

the strength of the other teams, Scotland Select, Ulster and the British Police, proved too great.

But the improvement of the Navy squad as a whole was noticeable and, if players can remain available, the team looks set for a good season. More players are sought. Anyone interested is welcome to attend squad training sessions. Contact Lieut. Walter (Northwood ext. 7364) for details.

GAMES

ALREADY teams of Royal Marines and RN personnel from ships and establishments have signed up for this year's Corporate Games.

As well as the 6th Annual World Corporate Games, to be held in Kuala Lumpur in September, this summer will see the inaugural Corporate Games for the UK and Ireland, to be hosted by Milton Keynes in June.

The Games attract teams ranging from a handful of competitors to over 200, athletes ranging from the under 30s to the over 60s and men and women ready to have a go at competitive soccer, road running, triathlon, field hockey, dragon boat racing etc.

For further information contact Corporate Games, PO Box 1993, Milton Keynes, Bucks MK9 3JU or call 0908 23 1993.

BASKETBALL

THE 1993 Inter-Service Basketball Championships took place in Fox and Wand/Tetley Gymnasium, Aldershot, and the Royal Navy players gave a good account of themselves in the Senior and Womens events against the Army. But the RAF, now playing National League Div. 4 basketball proved too strong and won all three titles. Results — women: RN 58 Army 62; RN 31 RAF 53. Under 21: RN 54 Army 84; RN 55 RAF 70. Seniors: RN 67 Army 73; RN 51 RAF 104.

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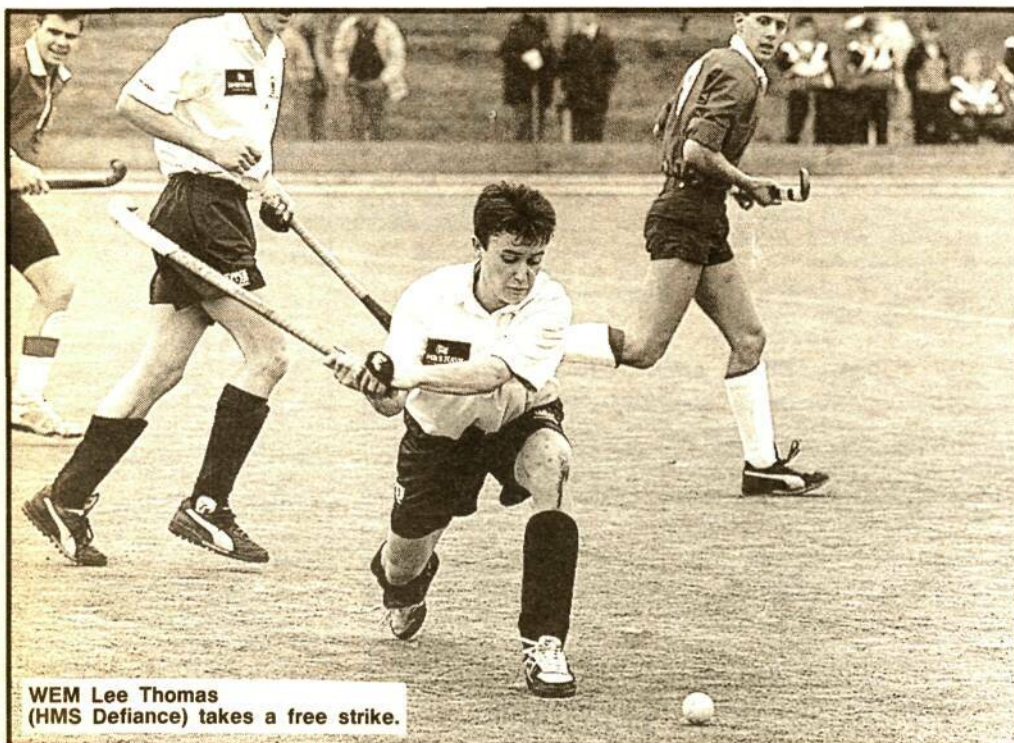
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WEM Lee Thomas (HMS Defiance) takes a free strike.

TEAM PREPARATION PAYS DIVIDENDS

A CLEAN sweep was gained by the RN Under 21 Hockey Team at the Inter-Services at Aldershot, with a 2-0 win against the Army and a 2-1 win over the RAF, *writes team manager Lieut. Richard Croker.*

And not content with the Inter-Services Cup, further "Pots" brought back were the Dundass Trophy for the RN/Army match and the Player of the Tournament Award, taken by Sub-Lieut. Jamie Eccleston (Manadon).

A series of hard training matches throughout the season (mainly against Fareham and Havant) had ensured the team was fully prepared for the Inter-Services. Coach Sgt. Alan White (RM Poole) even used advanced video techniques to analyse the team's performance, which proved a very useful teaching aid.

In the RN v RAF match Eccleston wreaked havoc on the right wing, finally causing a series of free hits from which MEA Trigger Casson (Sultan) put the ball in the net after a "wee" dribble.

After support from Sub-Lieut. James Dean (Manadon),

LWEA Ginge Locke (Collingwood) surprised the opposition with a break from midfield into the D and a cracking shot from 30' resulted in the second goal.

Strong defence from WEM Matt Wesson (Collingwood), the sweeper and captain and Sub-Lieut. Ben Thorpe (Manadon) kept the RAF at bay, resulting in the final score of 2-1.

The Army had a very strong side and there were no firm favourites when they lined up against the Royal Navy. AEM Neil Titford (808 NAS, Yeovil-ton) managed to put away a penalty flick, giving the Navy an early advantage. Strong midfield play from SA Alan Cunningham (Daedalus), WEM Stevie Lewis (Nelson) and Mne. Paddy Dickson (45 Cdo.) finally allowed WEM Lee Thomas (Defiance) to convert a short corner by set-piece play.

Goalkeepers AEM Richard

Potter (Daedalus) and LWEA Pirrie kept the Army from scoring by some spectacular saves, leaving the score at the final whistle at 2-0 to the Navy.

The Inter-Services victory puts the RN team into the County Championships for the first time in eight years. They have drawn the Southern area winners, Hampshire.

● Congratulations, too, to the following players for selection to the Combined Services squad: Potter, Cunningham, Eccleston, Ben Thorpe (Manadon), Dean, Lewis, Casson, Wesson, Andy Crofts (40 Cdo.), Shiner Wright (RM Deal) and Titford.

The successful RN U21 management team has moved en masse to the Combined Services — Croker (manager), White (coach), CCMEA Shiner Wright (assistant coach) and LReg B. J. Petty (video/warm ups etc).

Tough tour!

A TEAM of nine players from the Senior and Trident Volleyball squads embarked on a 10-day tour of Hong Kong which proved to be tougher than expected, with seven games in as many days against some very stiff opposition, *writes Sub-Lieut. Les Crawford.*

After two days' acclimatisation the first match against the Hong Kong National Junior squad provided a sample of the very high standard of volleyball played in the colony. The national side ran out winners at 3 sets to 1, but two of the sets went to 15-11 and whilst not a victory, this provided a very satisfying performance all round.

The second match was a different matter, the RN on the end of a resounding 3-0 defeat by a civilian side called "Joint Service" who produced some sparkling volleyball from a surprisingly tall Chinese team!

A win was to follow against the Hong Kong Military Service Corps, whose support would have done Wembley proud. This was followed by a victory by 3-2 over the Police and another tight win of 3-1 over the Prison Service with the three Trident members Ginge Mould, Darren Reynolds and Jason Brady performing well.

Disappointment was to follow with two close defeats of 3-2 by the Fire Service and South China Athletic Association by 3-1.

With the game against the full National side cancelled that left three victories and four defeats and a very satisfied tour coach Stu Meikle praising his squad for their efforts.

With the tour still fresh, the return to UK left no time for a reprise, with two matches vital to promotion on the weekend of March 20-21. An experienced but depleted squad saw off the challenge of Purbrook and Whitfield to leave the team needing two points from the remaining two games to clinch promotion.

The Isle of Wight were the hosts for the final matches with the in-form Havant Pumas providing the other opposition. There was never any cause for coach Steve Glennon to be worried as the RN cruised to a 3-0 victory over the home team and then battling hard, with some good recovery work from Laurie Moody and Paul Cronin, for a 3-1 triumph over the Pumas.

A special mention must go to Barney Barnfield, due to leave the service this month, and the other members of the supporting cast on the bench for their valuable and active role throughout the season.

After winning promotion for only the second time since their inception the team go off to the Crown Services and Armed Services Tournaments, both in May, in a confident mood and looking forward to some stiff opposition next season in Division 3.

Below par just when it mattered most

THE Navy entertained the Army at Burnaby Road and sought the victory that would ensure them a hat trick of Inter-Service soccer titles, but their hopes were dented, *writes Lieut.-Cdr. Jim Danks.*

A very competent Army performance coincided with a below-par effort from the Navy, who were to lose their only match of the season at the most important test.

Army skipper S/Sgt. Kevin Parkins put his team ahead in the 7th minute with a header. The Navy were quick to respond to this setback but found the Army defence hard to break down.

On the half hour, the Navy received another jolt to their hopes when LWTR. Paul Benson limped off with an ankle injury. Cpl. Russ Wilson replaced him. Just seven minutes later Sig. Paul Brown took advantage of confusion in the Navy defence and put the Army 2-0 up.

But on the stroke of half-time, Wilson was left with a simple tap in to make it 2-1 following good work by WEM(O) Steven O'Neil and LAEM Nigel Thwaites.

Early in the second half Jason White was injured (broken collar bone). Then, slightly

against the run of play, the Army made the match safe with their third goal. This time the scorer was Sig. Jimmy Strouts.

But White managed to prevent Strouts adding a second and he also denied Smith. The Army held on to their lead, finishing worthy 3-1 winners.

While saying this was the Navy's best impressive performance of the season, credit must be given to the Army for their determination, which saw them become Inter-Service Champions for the first time since 1990. The First Sea Lord, Admiral Sir Benjamin Bathurst, presented the Constantinople Cup to Kevin Parkins. The match was sponsored by Lamb's Navy Rum and the company was represented at the game by Mr Richard Buchanan.

Just 48 hours after this disappointment the Navy travelled to play Guernsey FA and en-

joyed a convincing 7-1 win against the Island XI. The goals came courtesy of Fraser Quirke (4), Nigel Thwaites (2) and Steve Johnson.

Thwaites (Seahawk) enjoyed a week's attachment with Portsmouth FC and played in the reserve team against Bristol City on April 15. The score was 1-1 and Nigel gave a satisfactory performance.

FOR the first time since the competition began back in 1905, two teams from the same establishment met in the final of the United Services Football League Cup. After a well-fought match the 2nd Submarine Squadron's A team just beat the B team by 3 goals to 2.

And for the first time in their footballing history, HMS Centurion's soccer team have won both the USFL Div 1 title and the Senior Challenge Cup, all within the space of eight days. In the finals of both competitions they beat HMS Collingwood, 3-1 and 1-0.



Picture: AB Simon Edmondson

Pro-am programme

EIGHT lucky break-aways and a penalty gave Bury FC a narrow 9-0 victory over the HMS Vanguard football team. The submariners had a great day at Bury and were overwhelmed by the hospitality of the club.

Vanguard's coxwain, WO Don Lilley, who manages the football team, wrote to a number of professional clubs to ask if games could be arranged and was delighted when some half dozen agreed.

Pictured is CPO Ronnie Crockett, captain of Vanguard's team, presenting a ship's crest to the Bury skipper.

Plymouth ding-dong

HMS Norfolk settled more quickly when they met HMS Raleigh in the final of the Plymouth Area Soccer Knock-out and LPT Steve Gibson took advantage of this to score two superb solo efforts.

Going into the second half 2-0 down, Raleigh made a tactical substitution, bringing on Peter O'Daley with immediate effect. He supplied the cross that saw SA Dave Hinds turn and shoot past a diving Norfolk keeper.

O'Daley found himself clear with a perfect ball from LPT Dutchy Holland and lobbed it over the coming Norfolk keeper for the equaliser. Norfolk were not to be outdone, though, and their constant tackling and spirit paid off with Gibson getting his hat-trick with 15 minutes to go.

Raleigh fought for their lives, with MacGregor pushed up front to try to salvage the match. With 20 seconds remaining Raleigh gained a corner, which

wasn't cleared convincingly enough. Shiner Wright's overhead kick from what seemed like an impossible angle saw the Norfolk players with their heads in their hands as referee John Cotter blew the full-time whistle.

Extra time was played on a sudden death basis; first team to score would win. Norfolk started well but were restrained by a good defence, highlighted in a match-winning save by LPT Steven Sinclair.

With five minutes of the first period of extra time gone, Raleigh were awarded a corner. Billy Stevenson swung it over and up, leaving MacGregor to seal a great victory for a battling Raleigh squad.

Sailing success

FOR only the third time in the past 26 years the Navy has won the Victory Trophy for dinghy sailing, seeing off the challenge from the Army, the RAF and the Civil Service.

There was an excellent start for the Navy with wins against the Civil Service and the RAF. Next they were up against the Army, last season's Inter-Service Dinghy Championship winners.

The strength of the Army team was such that joint Bosun Class National Champions, Maj. Steve Pyatt and Sgt Robbie Jardine, were selected to crew rather than helm!

But after an indifferent start, the Navy gradually stamped their authority on the race, going on to win.

On the Sunday, with more breeze, the Navy recorded clear wins against

the Civil Service and RAF, but the Army had also won their matches against these teams. The Navy made a good start against the Army, but the Army fought back strongly and just managed to win.

However, the Navy had easily won the match, taking the Trophy for just the fourth time in the history of the event. Sailing for the Navy were Lieut. Steve Cockerill (capt), Lieut.-Cdr. Ben Falat, Lieut. Ian Jackson, Lieut. Keri Harris, Lieut. Freddie Tulloch and Sub-Lieut. Chris Carlisle.

Final result: 1, Royal Navy; 2, Army; 3, RAF; 4, Civil Service.

Surfing safari

BROWNDOWN, Gosport, is the venue for the 1993 Royal Navy Windsurfing Championships, which will take place on July 24 and 25. All standards will be catered for — from novice recreational windsurfers to racers.

Camping is available on site and there will be a barbecue and party on the Saturday evening.

For further information contact Lieut.-Cdr. C. Brooks on PNB ext 24728, CPO D. Strudwick on PNB ext 23949 or your local establishment windsurfing representative.

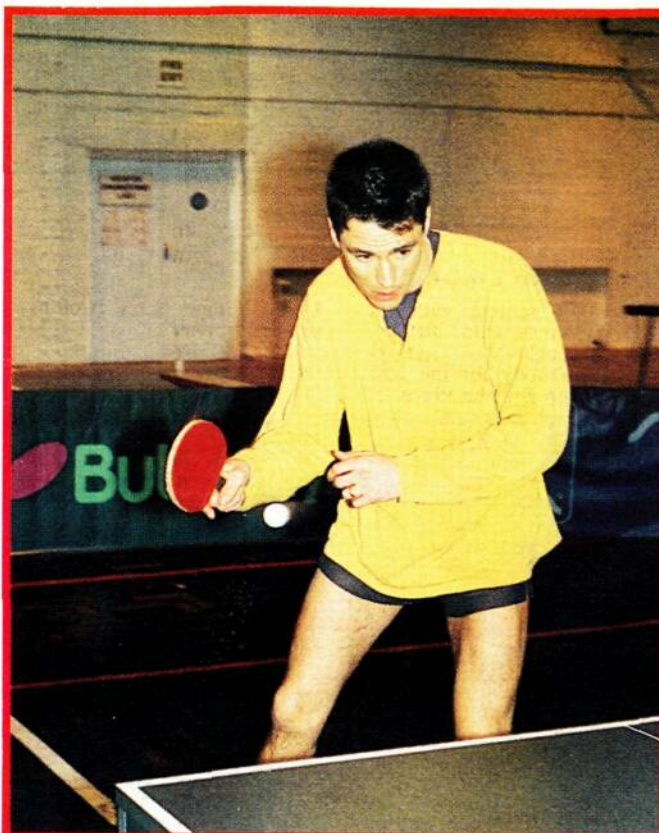
FAMOUS FIVE

POAEA Neil Tait of HMS Daedalus has won himself a place in the Guinness Book of Records as a member of the team that smashed the world record for 24-hour non-stop swimming.

Neil and his colleagues from the Portsmouth Northsea Club (Grant Robins, Mike Hooper, Adrian Godwin and Marc Clements) smashed through the 100 mile barrier for 24-hour relay swimming at Victoria Swimming Centre, Portsmouth.

The swimmers were in the water in teams of four, with the fifth resting for up to half an hour at a time. At the end of the period they had swum 100.99 miles (7,110 lengths of the 25 yard pool), breaking the old record, which had been held by the City of Newcastle Club for seven years, by almost four miles.

Suffering from "aches and pains all over," Neil said after the swim, "I don't think I've ever done anything as hard as this, not in the Navy and not with training here."



Sport



CRAGGS TAKES SINGLES TITLE

THE absence of a handful of Navy ranked players failed to mar the Royal Navy and Inter Command Table Tennis Championships, but as Portsmouth Command was unable to field a full team, a combined "All Stars" side was selected.

Third and fourth places were settled in the Inter-Command event when the All Stars defeated the WRNS. Plymouth eventually beat Fleet into second place, their strength in depth leading the West Countrymen to a 6-3 victory and the 1993 team title.

A special handicap event was then organised. The final was a closely fought match between POWEA Taff Reha and LMEM(L) Ivan Hazell. Both players gained a game before Hazell's strength earned him the third leg and victory 22-24, 22-11, 22-15.

The open singles semi-finals saw Hazell defeat Sub-Lieut. Steve Hawley and Sub-Lieut. Stuart Craggs defeat AB John Taylor, with Craggs beating Hazell 21-16, 18-21, 21-18 in the final.

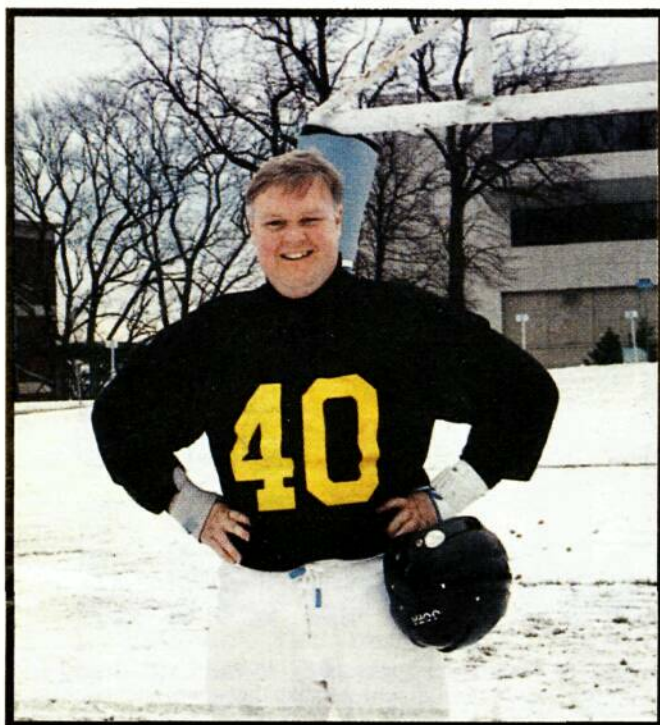
POWEM(R) Steve Reilly and Hazell beat Craggs and Hawley 21-17, 21-15 in the open doubles final, while Cdr. R. Smith beat CPO Don Shaw 21-17, 21-18 in the veterans singles final. Junior singles winner was WEM S. Knott who beat Wren Helen Bainbridge 21-10, 21-11 in the final.

The mixed doubles final

was won by Hazell and Wren Claire Brazier. They beat Reilly and POWren Addelle McMillan 21-19, 12-21, 22-20, but Addelle was the victor in the handicap singles plate final. She beat POSTD Paul Lambert 6-21, 21-18, 21-18.

Many thanks to the Captain of RNEC Manadon for hosting the championships at the college and to Sub-Lieut. Steve Hawley and the PT staff there for organising this successful event.

Pictured (left) is Mid. Stuart Craggs, the Navy champion.



Great Scots

GLASGOW beat Aberdeen for the fourth year running to retain the Scottish Universities Royal Naval Unit "Fit to Drop" Trophy.

The two day event saw 100 University Midshipmen competing at 7-a-side rugby, outdoor hockey, 5-a-side football, volleyball, basketball, a swimming gala and some gruelling fitness tests. Glasgow won all except the volleyball and the swimming and the victorious Glasgow and Strathclyde URNU mixed hockey team is pictured (right).

The basketball had an international flavour. The father of Mid. Lisa Thomsen (Glasgow's Sports Convener) had served in the United States Navy for 20 years. He proved a highly professional basketball referee in inimitable American style and was assisted by a serving USN basketball player from the USN facility at Edzell.



Knight in armour

ANY shaking was due to the cold... nothing to do with his impending debut in a Canadian football cup match.

Lieut.-Cdr. Tony Knight, pictured above, has become the first Royal Navy exchange officer serving with the Canadian Forces Fleet School, Halifax, to be selected to play for the officers of Maritime Command Atlantic in the annual Canadian Navy Mini-Grey Cup competition against the Canadian Fleet.

Playing as a defensive guard in a fiercely competitive game, Tony helped his side to a touch down and field goal 11-0 win and "shut out" against the

much stronger and more experienced Fleet team.

The game is similar to American Football and Tony had to master not only game play but a variety of tactical "line-backer" and "in and outside blitz" moves.

Sponsored by Pepsi and Black and Decker, Tony was voted the game's most valuable foreign player and presented with a prize marking his achievement as the first RN player to take part in the competition during its 23 year history.



Tourists won't be beaten

A COMBINED squad from HMS Argonaut and HMS Raleigh scored 100 per cent. on their tour of Lisbon with wins against Lisbon CRFC (38-0), CINCIBERLANT (26-7), and victor (Raleigh) and runner-up (Argonaut) places in the Cascais 7s Tournament.

Funded by the players, welfare grants, the RNRU and the Sports Lottery, the

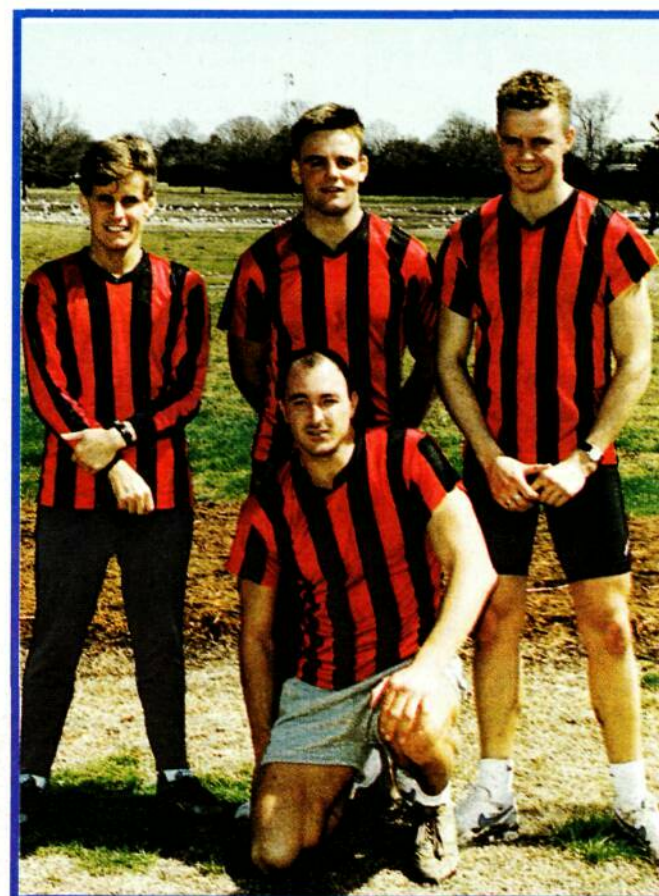
tour was a combined one for reasons of strength, finance and numbers.

The players also enjoyed a banquet at the Communist Party Working Men's HQ and a quiet run in the Texas Bar!

Lieut.-Cdr. Carlos Edwards, the O. in C., particularly wishes to thank the RNRU and the Sports Control Board for their generous support on behalf of the RALARG squad of eight officers and 17 ratings.

CRICKET SEASON

THE 1993 cricket season begins with the traditional opening fixtures with In-cogniti on May 13/14 and the Free Foresters on May 16, both matches to be played at Burnaby Road. On May 23/24 the Navy plays Wiltshire County side at Marlborough CC, and this will be followed by a match against Oxford University in the Parks on May 27.



BRRM BRUM

A TEAM from HMS Birmingham — LS Holmes, AB Purt, CPO Carey and LPT Nash — won the team competition in the STANAVFORLANT 3-mile race in Norfolk, Virginia. The ship was in port for a maintenance period (see story page 19).

Trophy finds new home

JOINT winners of the Edward and Maisie Lewis Award were reunited when Lieut.-Cdr. Chris Sutton, commanding officer of RN 819 Sqn., handed over the trophy to Sqn.-Ldr. Dave Simpson, flight commander of 202 Sqn. RAF.

Both squadrons were awarded the prize by The Society of Shipwrecked Mariners for their efforts in rescuing 48 seamen from the Russian factory ship Kartli (right) off the west coast of Scotland in December 1991 — four seamen died when a freak wave crushed the bridge of the ship.

202 Sqn. were providing SAR cover at HMS Gannet that night but an additional aircraft from 819 Sqn. was also scrambled to the scene and lifted 32 crewmen to RFA Olna.

Three of the crew from the Royal Navy Sea

King subsequently received Queen's Commendations for Bravery.

After the official handover ceremony in Fort William crews of the RN and RAF Sea Kings manned-up and conducted a joint flying exercise over the mountainous terrain of the west of Scotland.

● Battered by the sea, the wreck of the Russian factory ship Kartli allows aircrew men from 819 Sqn. to practice winching procedures.

Picture: LA(Phot) Karl Webb

ARGONAUT RUNS OUT OF STEAM



FLYING the traditional paying-off pennant, HMS Argonaut, the last steam turbine warship based at Devonport, is pictured arriving at her home port for the last time.

Her decommissioning ceremony, which took place several days later, was attended by the ship's sponsor Lady Valerie Webster and Flag Officer Plymouth Vice-Admiral Sir Roy Newman.

Shortly before her decommissioning HMS Argonaut took part in her final Squadex along

with HM ships Andromeda, Scylla, Exeter and York.

During the exercise the opportunity was found to conduct two Seacat firings together with close range 20mm shoots, the last of its kind conducted by Argonaut. The exercise also served as a swansong for the 7th Frigate Squadron which disbanded in March.

On completion she made a final port visit to her affiliated region of Pembroke before returning to Devonport.

BRINTON MINE

THE Rosyth-based mine-sweeper HMS Brinton came to the aid of the fishing vessel QED when she trawled up a German Second World War buoyant mine in her nets off the coast of Newhaven, East Sussex.

Because an oil tanker, the Robert M. was in the vicinity the QED had requested assistance.

HMS Brinton arrived on the scene and escorted the fishing vessel and its unwanted cargo to safe waters.

The mine was then safely disposed of by a team of five Royal Navy Divers from HMS Brinton, who carried out a controlled explosion about one mile off the East Sussex coast.

Colour award

NAVY News won a Certificate of Merit for colour photography in this year's British Association of Industrial Editors (BAIE) competition — making a total of 62 awards the paper has gained in unbroken succession since it first entered in 1972.



● Chipmunk WP766, piloted by 771 Sqn's commanding officer, Lieut.-Cdr. Stu Fendrick, flies over Culdrose for the last time.

Picture: PO(Phot) Bernie Pettersen

First of the new, last of the old

AT a handover ceremony at Dunsfold aerodrome, Guildford, the Navy took delivery of its first Sea Harrier FRS2 from British Aerospace Military Aircraft Division.

The upgraded aircraft is designed to be capable of operating with a wide range of weapons including AMRAAM missile, Sea Eagle anti-ship missiles, bombs and Sidewinder air-to-air short range missiles and will join a newly-formed Operation Evaluation Unit at Boscombe Down next month prior to entering service in 1994.

BAe have a contract for the upgrade of 29 Sea Harrier FRS1s to FRS2 standard — a follow-on order for new build Sea Harrier FRS2 for the Navy is hoped for shortly.

Meanwhile, as the first of the new Harriers was being accepted, the last of the Navy's maintained and operated Chipmunk aircraft was picked up from its base at RN air station Culdrose for delivery to RAF Shawbury, in Shropshire.

The Chipmunk, affectionately known as Dale after the Disney Chip 'n' Dale cartoon characters, was built by De Havilland in 1951. Since arriving at Culdrose in 1971, it has been used for glider towing, recreational flying and local navigation training, achieving a total of 10,500 hours airborne.

The departure marks the end of fixed wing flying for 771 Sqn. who continue with their SAR task.



Safe exodus in Cambodia

AS May 23, the date set for elections in Cambodia approaches, so the level of violence increases, with an upsurge of shootings, kidnapping and attacks between the country's varying sections making life extremely tense for the 70 Royal Navy and Royal Marines personnel serving with UNTAC, the United Nations Transitional Authority in Cambodia.

The Royal Navy element is the core of the UN naval force, operating in 19 different locations on the lakes and rivers and along the coast, acting as military observers, monitoring activity and providing communication and transport for the huge task of electoral registration throughout the country.

Particular targets of recent violence have been the large number of ethnic Vietnamese who have traditionally resided in Cambodia. Of the four main political factions in the country, it is the Khmer Rouge (NADK), with their notorious "killing fields" reputation, who are now playing the nationalis-

tic card and threatening the ethnic Vietnamese.

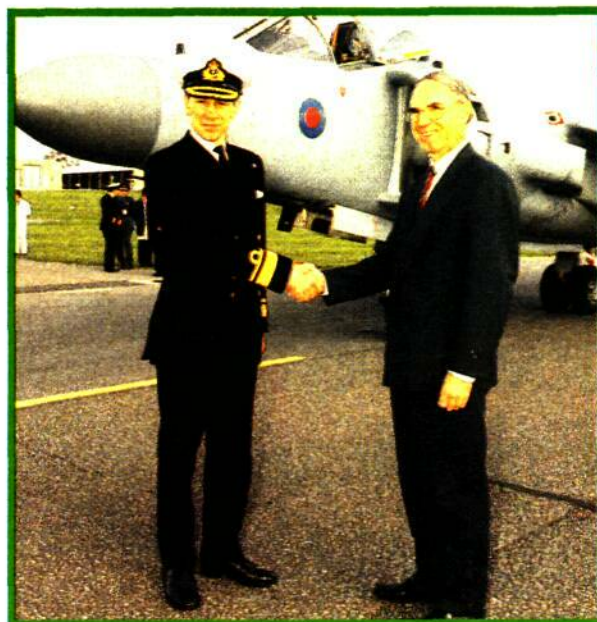
Following the massacre of 38 ethnic Vietnamese on Tonle Sap Lake, 18,000 of them decided their only hope of salvation lay in moving into the Republic of Vietnam. Operation Safe Passage was set up, involving their escort and protection by UNTAC naval forces as their floating villages were towed 100 miles down the Tonle Sap, Bassac and Mekong Rivers to safety across the border.

Although unarmed, the Royal Navy UN forces provided security and protection by their very presence, preventing attacks on and extortion of these people as they sought refuge.

Along the Cambodian coast RN personnel are part of the force manning Soviet-built former Cambodian Navy craft on anti-smuggling and bandit patrol, monitoring these activities and reporting them to the authorities. Smuggling of illegally logged hardwood is reported to be a major source of income for the Khmer Rouge.

The task for the men of Naval Party 1042 was always going to be difficult and frustrating, but it nevertheless remains a most rewarding one.

Recently returned from a visit to the men out in the waterways of Cambodia is Capt. Bill Hutchinson, who, as Deputy Chief of Staff (Personnel and Administration) Fleet, is responsible for their training and support. "It is a wonderful thing to see the new world order actually working" he said, "...with British, Russians, Americans, Chinese, Bulgarians, Poles, Jordanians, Indians — over 30 nationalities in all — combining to try and give the Cambodians a fair start to rebuilding their destroyed country."



● FONA Rear-Admiral Ian Garnett receives the first upgraded FRS2 Harrier from Mr Alan Millican, Quality Director MAD at BAe.

Picture: Phil Boyden, BAe

